REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1901.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 12TH MARCH 1902.

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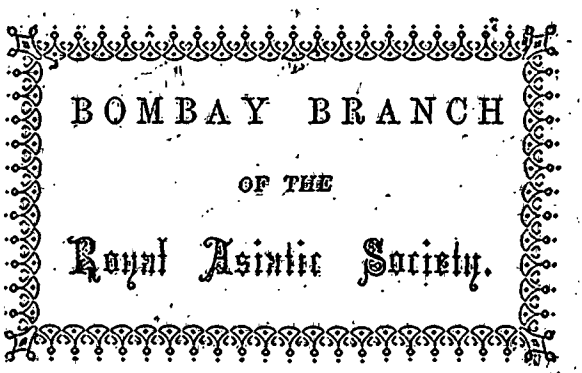

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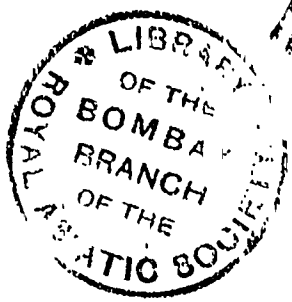

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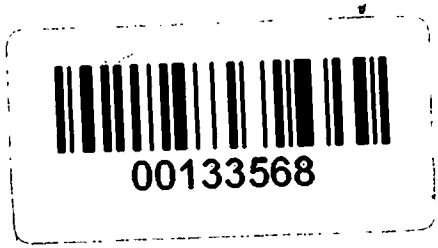

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

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PUBLIC HOLIDAYS
FOR THE YEAR 1902.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881":—

New Year	1st January	Wednesday	1 Day.
Maha Shivaratri	8th March	Saturday	1 ,,
Holi	24th March	Monday	1 ,,
Easter	28th, 29th & 31st March	Good-Friday, Saturday, and Monday	3 Days.
Ramnavami	16th April	Wednesday	1 Day.
Mohurrum	19th April	Saturday	1 ,,
Birthday of Her late Majesty Queen Victoria	24th May	Saturday	1 ,,
Cocoanut Day	18th August	Monday	1 ,,
Gokul-Ashtami	26th August	Tuesday	1 ,,
Ganesh-Chaturthi	5th September	Friday	1 ,,
Parsee New Year	13th and 15th September	Saturday & Monday.	2 Days.
Khordadsal	20th September	Saturday	1 Day.
Dussera	11th October	Saturday	1 ,,
King's Birthday	(Such day as may be fixed by the Governor-General in Council)		1 ,,
Christmas	24th, 25th, and 26th December	Wednesday, Thursday and Friday	3 Days.
New Year	31st December	Wednesday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

Note.—The question of declaring public holidays to be held on Whit Monday, the 19th May, and on Dewali, the 30th and 31st October and the 1st November, is still under the consideration of Government.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1902.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1902 :—

New Year	1st January	Wednesday	1 Day.
Holi	24th March	Monday	1 ,,
Easter	28th March	Good-Friday	1 ,,
Ramnavami	16th April	Wednesday	1 ,,
Mohurrum	19th April	Saturday	1 ,,
Brithday of Her late Majesty Queen Victora.	24th May	Saturday	1 ,,
Cocoanut Day	18th August	Monday	1 ,,
Gokul Ashtami	26th September	Tuesday	1 ,,
Ganesh-Chaturthi	5th September	Friday	1 ,,
Parsee New Year	15th September	Monday	1 ,,
Dussera	11th October	Saturday	1 ,,
King's Birthday	(Such day as may be fixed by the Governor-General-in-Council:.)		1 ,,
Christmas	25th December	Thurssday	1 ,,

By order of the Committee,
FREDERICK NOEL-PATON,
Secretary.

BOMBAY, 21*st December*, 1901.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on the 12th March, 1902.

I. The object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been

regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be *ex-officio* a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee hall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a Member of Committee during his term of office.

2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee: the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railways and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint two scrutineers who, at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) *of the Indian Councils Act*, 1892, *for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March* 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot box which shall be placed in the Chamber from 10 a.m. to 4 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 4 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowjee Thakersey.
„ Jivram Vassonji.
„ Rowjee Naranjee, of Messrs. Ruttonsey Canji.
„ Chaturbhoj Shivjee.
„ Purshotum Cooverjee, of Messrs. Tricumdas Purshotum.
„ Vithaldas Khetsey, of Messrs. Purshotam Luxmidas.
„ Purshotam Govindjee, of Messrs. Damoder Haridas.
„ Kalidas Mulchund, of Messrs. Jivram Vussonji.
„ Gordhandas Khimji.
„ Jaithabhai Valjee.
„ Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
„ Jewraj Dyal, of Messrs. Ghella Dayal.
„ Ragowji Kanji, of Messrs. Muljee Padamsey.
„ Valjee Sunderji.
„ Hemraj Canji.
Morarji Veljee.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Mathuradas Mowjee, of Messrs. Goculdas Morarji.
„ Narandas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Oodhowjee, J. P.
Mr. Girdhardas Jaithabhai.
„ Laljee Jivraj, of Messrs. Ghella Dayal.
„ Hariram Velji.
„ Ruttonsey Damoder, of Messrs. Raghavji Megjee.
„ Morarji Kalianji, of Messrs. Morarji Cullianji & Co.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select:—

Mr. H. E. E. Procter and Mr. T. W. Birkett, of Messrs. Killick, Nixon & Co.
" C. H. Armstrong, of Messrs. Lyon & Co.
" M. F. Reid, Bombay Company, Limited.
" G. M. Wilson and Mr. G. A. Strath, of Messrs. Finlay, Muir & Co.
" A. Foulkes, of Messrs. Owen & Okell.
" G. A. Plimmer and Mr. W. G. Mayhew, of Messrs. Forbes, Forbes & Co., Ld.
" H. O. Coates, of Messrs. J. Duxbury & Co., Ld.
" W. H. Crombie, of Messrs. Latham, Abercrombie & Co.
" T. Sharples, of Messrs. Kerr, Tarruck & Co.
" H. R. Greaves and Mr. D. K. Seddon, of Messrs. Greaves, Cotton & Co.
" O. Schillizi, Mr. E. Lambrinudi, and Mr. C. G. Nomico, of Messrs. Ralli Brothers.
" H. Kreis, of Messrs. E. Spinner & Co.
" Edwin Yeo and Mr. R. Lean of Messrs. C. Macdonald & Co.
" F. W. Shaw and Mr. John Pollard, of Messrs. Fleming, Shaw & Co.
" E. F. Allum, of Messrs. Aldridge, Salmon & Co., Ld.
" J. M. Dick, Mr. W. E. Crum, and Mr. L. Barraclough of Messrs. W. and A. Graham & Co.
" J. Alan Dredge, of Messrs. Ewart Latham & Co.
" R. Tileman, of Messrs. Schroder Smidt & Co.
" L. B. Ker of Messrs. Ritchie Steuart & Co.
" G. Ostermayer and Mr. H. Heberlein of Messrs. Ostermayer & Co.
" C. Wegmann of Messrs. Volkart Brothers.
" C. H. B. Forbes and Mr. W. F. Hamilton of Messrs. C. H. B. Forbes & Co.
" J. Fairclough of Messrs. Ewing & Co.
" J. Tiedemann, of Messrs. Möll, Schütte & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber held on 6th March, 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods :

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April, 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII :—

(*a*) *Measurer* shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) *Measurement* shall mean measurement by such measurer.

(*c*) *Shipper* shall mean the person shipping the goods or his representative.

(*d*) *Quay* shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) *Vessel* shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) *Boat* shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a Vessel in the Port of Bombay.

(*g*) *Packages* shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) *Consignment* shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) *Lot* shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Measurers shall give certificates of measurement which must accompany the packages to the vessel and shall furnish the shipper with a copy thereof. This certificate shall show :—

(*a*) The date, hour and place of Measurement.
(*b*) The name of the Shipper.
(*c*) The name of the Vessel.
(*d*) The Port of destination.
(*e*) The number and description of packages.
(*f*) The Marks.
(*g*) The Measurement and in the case of goods shipped by boats
(*h*) The registered number of the boat.
(*i*) The Tindal's name.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The Salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901 in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1). All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April, 1901.

(2). The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3). All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4). The shipper of goods shall, if and when required in writing by the agent, owner or master of the vessel so to do, give notice in writing to the said agent, owner or master of the time when and the place where his goods will be ready for measurement; and the said agent, owner or master shall thereupon notify to the Measurer at what time or times he should, if possible, attend.

(5). The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6). Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7). Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which it has been made.

(8). A measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9). No goods shall be measured otherwise than on a quay excepting under the special conditions contemplated under Rule XIV and Order 21.

(10). Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the quay.

(11). In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12). In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13). In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14). Measurers when measuring pressed bales shall ascertain whether all are from one press or not and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15). In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16). The scale of Measurement fees leviable under Rules V. and XVII. shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Twist (white and coloured) Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) in packages of diverse dimensions .... anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*c*) On goods of any description measured on board a vessel .....anna 1 per package.

(*d*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*e*) The attendance of a measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary accompanied by the sum of Rs. 10, which shall be paid by him to the Measurer appointed by him to attend.

(*f*) The attendance of a measurer for night duty may be secured in the same manner as above, but on payment of a fee of Rs. 15, which shall likewise be made over to the Measurer appointed.

(17). All disputes as to the applicability of (c) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (c) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18). Refund of Measurement Fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19). Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(20). All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no Claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(21). Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once and to enter therein either in English a claim to have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee Paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

(22). Should a shipper demand remeasurement under order (21) and should such remeasurement in the opinion of the Committee show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(23). Every measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The measurer will retain the first copy and from it write up his certificates as he now writes them from his pocket book; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

By order of the Committee,

FREDERICK NOEL-PATON, Secretary.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

Per Cent.

23. On bills of exchange returned, noted or protested ... ... ½
24. On granting and cashing letters of credit 1
25. On depositing Government paper as security for constituents. ½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight 2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."
Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.
28. On collecting freight 2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½
30. On shipping goods of every description on which no commission for the purchase has been charged 1
31. On shipping treasure, bullion, and jewellery ... ... ⅛
32. On ship's disbursements when not in funds 1
33. On account of passage-money, whether the same passes through the Agent's hands or not 5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 1
36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 1
If Opium, Indigo, Raw Silk or Silk Goods ... ... ½
If Treasure, Precious Stones, or Jewellery ... ... ¼
37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January, 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTI-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of anti-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July, 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July, 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General meeting held on the 22nd July 1881: and in the second column, "steamers, new scale" as established under the rules adopted at the General Meeting held on 20th July, 1883, together with the Rules II and III of 1881 aforesaid : and in the third column "ships" as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was therefore resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwt ; Coffee in bags or Frazils, 12 cwt ; Copra in robbins, 8 cwt ; Gram in bags, 15 cwt ; Jovari in bags, 16 cwt ; Lang in bags, 16 cwt ; Mowra flowers, 16 cwt ; Mussor in bags, 16 cwt ; Teel or Gingelly seed, 14 cwt ; Rapeseed, 14 cwt ; Mustard, seed 14 cwt ; Rice in bags, 16 cwt ; Saltpetre, 16 cwt ; Wheat 16 cwt.

ARTICLES.	STEAMERS	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annato, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla...	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	...
† Bran, in bags (pressed)	10 cwt.	...
Do. do. (unpressed)	9 cwt.	...
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags, (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	...
*Bones, crushed, in bags (as per Standard A preserved by the Chamber.)	11 cwt.	...
*Do. B Do. do. ...	14 ,,	...
*Do. C Do. do. ...	17 ,,	...
Bones, loose	...	...
Books...	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.

* At the annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

ARTICLES.	STEAMERS	SHIPS.
	To the Ton.	To the Ton.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles...	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars..	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	...
Coral, Rough (not specimen), in bags ...	16 cwt.	20 cwt.
Cotton Seed...	13 cwt.	...
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.

* The following resolution was adopted at the annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

ARTICLES.	STEAMERS	SHIPS.
	To the Ton.	To the Ton.
Cubebs	10 cwt	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed...	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	...
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise...	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.
Fennel Seed...	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Flour, middlings, or sharps, in bags ...	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.

† On and after 1st April 1902 the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902.)

Articles.	Steamers	Ships.
	To the Ton.	To the Ton.
Gum (Persian) in double bags ... ... } Gum (Arabic) „ „ „ ... ... }	17 cwt.	...
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose & in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind...	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags...	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabolams, in bags	13 cwt.	16 cwt.
Niger Seed	14 cwt.	17 cwt.

ARTICLES.	STEAMERS	SHIPS.
	To the Ton.	To the Ton.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 wct.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Seeds— Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Oil Seeds— Teel or Gingelly Seed	15 cwt.	...
Rape Seed...	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium...	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)...	14 cwt.	17 cwt.
Do. double bags (1½ ,,)...	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood	13 cwt.	16 cwt.
Rhubarb, in cases...	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.

Articles.	Steamers	Ships.
	To the Ton.	To the Ton.
Sal Ammoniac, in cases...	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests...	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees *(vide* Canes)	13 cwt.	16 cwt.
Wheat...	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales...	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0

ARTICLES.	How Charged.	Rs. a. p.
Carriages	Each.	8 0 0
Cashewnuts	Bag.	0 2 0
Cassia	Case.	0 3 0
Cement...	Ton.	1 12 0
Chalk	Do.	1 4 0
Chillies...	Bag.	0 1 0
Cheroots	In cases of 10,000	0 8 0
Clay, China, or Fire	Ton.	1 12 0
Cloves	Bag not exceeding 1½ cwt.	0 1 3
Cochineal	Case.	0 5 0
Cocoanuts	Bundle.	0 2 0
Coal (on the South of the P. & O. Co.'s Dock)...	Ton.	0 12 0
Do. (on the North of the P.& O. Co.'s Dock)...	Do.	1 0 0
Coffee (in Bags)	Do.	1 8 0
Coir	In bundles of cwt.	0 1 0
Copper and Yellow Metal (in Cases) ...	Ton.	1 12 0
Do. do. (in Cakes or Slabs)...	Do.	1 6 0
Copra	Bag.	0 1 0
Do.	Robbin.	0 2 0
Copperas or Sulphate of Copper ...	Ton.	1 12 0
Cotton, Full-pressed Bales	Bale.	0 5 0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0 1 6
Crackers	Case.	0 4 0
Crockery	Cask or Crate.	1 0 0
Dates, dry (in Mats or Bags)	Cwt.	0 1 0
Do. wet (in Mats or Bags)... ...	Do.	0 1 0
Drugs	Bag or Case.	0 5 0
Fishmaws and Sharkfins	Bag.	0 4 0
Flax	Bale.	0 5 0

ARTICLES.	How Charged.	Rs.	a.	p.
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee...	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gum (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)... ...	Ton.	1	12	0
Do. (without do.)... ...	Do.	1	4	0
Iron (Loose and in Bundles)... ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	0	4	0
Mace...	Case	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs...	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts...	Cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Medicine	Case.	0	5	0
Millinery and Haberdashery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores...	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)...	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ Cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron...	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac...	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0

ARTICLES.	How Charged.	Rs.	a.	p.
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)...	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring)	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors...	Hogshead.	0	10	0
Do. do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases)...	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)...	Do.	1	6	0

*Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.. ...	50
Arsenic, in bags or cases	20	.....
Assafœtida in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.. ...
Bees' Wax	20 gross	
Barilla	20	.. ...
Betel-nut...	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Cardamoms, in boxes	.....	50
Cassia, in boxes	.....	50
,, bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....
China Root, in bags	11	.....
,, boxes	.....	50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags...	8	.....
,, boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags	18	.....
Cutch, in cases...	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
,, cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
,, chests...	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks...	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil in cases	.....	50
,, casks	4 hhds.	
Oil-Seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
,, Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans, for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower...	5 bales not exceeding	52

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
Sal-ammoniac, in boxes	20 gross.	
Saltpetre...	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
„ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14 gross.	
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.....	50
„ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Teel Seed	20	.....
Timber, round	.....	40
„ squared	.....	50
Tincal	20	.....
Tobacco, in bales	5 bales not exceeding	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*": Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent.... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived ... ... 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales... ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 „
If Opium, Indigo, Raw Silk or Silk Piece Goods ... ... 1½ to 2½ „
If Treasure, Precious Stones or Jewellery ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... ... 2½ per cent.

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 „

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission, amounting to 5 per cent., has been charged ... ... ½ „

☞ *Brokerage when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 do. „
Blackwood	In square Logs	50 Cubic feet
Blackwood otherwise ...	Do. do.	20 Cwts. Nett
Bone Meal	Bags	20 do. „
Cardamoms	Robbins	10 do. „
Ditto	Bags	10 do. „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil...	Cases, Drums or Tanks ...	50 Cubic feet
Cocoanut Oil...	Casks	14 Cwts. Nett
Coculus Indicus	Robbins	14 Cwts. Nett
Ditto	Bags	16 do. „
Coffee	Casks	16 do. „
Ditto	Bags	18 do. „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 do. „
Ditto	Bundles or coils	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs.	10 do. „
Coir Matting...	Rolls	50 Cubic feet ; ⅓ allowed off for the round
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces..	12 do. „
Copprah	Robbins	10 do. „
Ditto	In Pressed Bales ...	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Copprah	Bags each cup cut in 4 pieces	14 Cwts. Nett.
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth	Cases	50 do. „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 do. „
Fish Oil...	Casks	14 Cwts. Nett
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 do. „
Gingelly Seed	Bags	20 do. „
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 do. „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 do. „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow..	Loose	16 Cwts. Nett
Ditto Deer	Do.	12 do. „
Lemon Grass Oil	Cases, Drums or Tanks ...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwt. Nett
Nux Vomica...	Robbins	14 do. „
Ditto	Bags	16 do. „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks ...	50 Cubic feet
Pepper...	Bags	16 Cwts. Nett
Ditto	Robbins	14 do. „
Plumbago	Bags or Barrels	20 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Poonac...	Bundles, bales or bags ...	17 Cwts. Nett
Rice	Bags	20 do. „
Saltpetre	Do.	20 do. „
Sandal and Sapan Wood.	.. ..	13 do. „
Sandalwood Roots... ...	Bags or Bundles	13 do. „
Ditto	Loose	13 do. „
Sugar	Bags	20 do. „
Tallow	Casks and Cases	18 do. „
Tea	Chests	50 Cubic feet
Timber (all kinds) square logs or Planks	... ...	50 do. „
Ditto Round logs ...	... ...	50 do. „
Ditto otherwise	... ...	20 Cwts. Nett
Turmeric	Bags	14 do. „
Wheat	Do.	20 do. „
Ditto	Mooras	18 do. „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes...	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags	20	.....
Do. in boxes...	20	.....
Apparel	.....	50
Bark, in bags	8	.....
Barrilla	20	.....
Bees' Wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal...	20	.....
Do. in cases...	.....	50
Brimstone	20	.....
Bullion	at per	cent.
Cake Lac, in Bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes...	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....
Do. in robbins	14	.....
China root, in bags	11	.....
Do. in boxes	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chiretta	.....	50
Cigars	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal...	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ..	.....	50
Do. in bundles and dholls	10	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-Goods	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....
Do. in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Ground Nuts shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales	.....	50
Lac Dye...	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....
Metals	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....

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TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton. Net.	Cubic Feet per Ton.
Oil, in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags...	16	.....
Planks and Deals	.....	50
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils...	10	.....
Rum, in casks	210 Imperial Gallons.	
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton. Net.	Cubic Feet per Ton.
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales...	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece Goods	.....	50
Skins	.....	50
Soap, country in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoiseshell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one half to be borne by each party. All other goods to be measured at port of discharge.

J. A. BOYSON,
Chairman of the Chamber of Commerce.

MADRAS, 14*th February*, 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight, except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags...	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley, in bags...	15 ,,	18 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone meal and Bone dust	20 ,,	20 ,,
Bones, crushed, in Bags†	17 / 15 / 14 ,,	20 ,,
Bones, loose	8 ,,	10 ,,
Books	40 feet.	50 feet.
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 ,,	.....
Bran, in bags (unpressed)	9 ,,	....
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds... ...	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 ,,	50 ,,
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×25 inches.

† As per standards preserved by the Chamber.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in cases...	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
Dates, wet	16 ,,	20 ,,
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in case... ..	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ..	12 ,,	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases...	40 ,,	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	40 ,,	12 cwt.
Horns, Buffalo and Cow, loose ...	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind, and hoofs ...	13 ,,	16 ,,
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel rails	20 ,,	.....
Jackwood	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jaggery	18 cwt.	.....
Jowaree, in bags.	18 ,,	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 ,,	20 cwt.
Lang, crushed, or Dhall	17 ,,	20 ,,
Linseed, in bags	16 ,,	18 ,,
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 ,,	20 ,,
Do. Seed, in bags	13 ,,	16 ,,
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 ,,	20 ,,
Myrabolams, in bags	13 ,,	16 ,,
Niger Seed	14 ,,	17 ,,
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 ,,	50 ,,
Do. in bags...	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gls.
Oil, Cocoanut	11 cwt	.....
Oilcake in cakes or lumps (in bags) ...	16 cwt.	.....
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Rape Seed, Sita, Jamba and other kinds	16 cwt.	.....
Mustard Seed	16 ,,	.....
Khorassan	16 ,,	.....
Opium	per chest.	per chest.
Paddy, in bags...	13 cwt.	16 cwt.
Pepper, in bags	13 ,,	16 ,,
Pimento	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed in single bags (1¼ cwt.) ...	13 ,,	16 ,,
Do. do. (1¼ cwt.) ...	14 ,,	17 ,,
Do. double bags (1¼ cwt.) ...	14 ,,	17 ,,
Do. in bags (1½ cwt.)	14 ,,	17 ,,
Rails, iron or steel	20 ,,	.....
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,
Red Wood	13 ,,	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish..	14 cwt.	14 cwt.
Saltpetre...	20 ,,	20 ,,
Sandal and Sapan Wood	11 ,,	16 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales...	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Silk, in cases	40 feet.	50 feet.
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 ,,	20 ,,
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 ,,	50 feet.
Timber, Teak, Square Planks and Poon.	40 ,,	50 ,,
Timber, Teak, Round, (one fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 ,,	20 ,,
Unrated Wood...	11 ,,	14 ,,
Whanghees (*vide* canes)	13 ,,	16 ,,
Wheat	18 ,,	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 ,,	50 ,,
Wool, in screwed bales	40 ,,	50 ,,
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of Sterling freight inward to Karachi, payable in Karachi, shall unless otherwise stipulated be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Resoution passed at a General Meeting of the Chamber on 14th March 1883.

That difference of freight outward from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the Shipping Order or Charter Party to the contrary) shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; the rate applicable to such purpose during the subsequent week, shall be the rate ruling on the day on which the Bill of Lading is dated, an allowance of 4½ per cent. in the case of sailing ships, and 2½ for steamers, being made as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III. of 1879.

ANNUAL REPORT.

INTRODUCTORY NOTE.

An effort is made in this Report to introduce a system whereby each chapter of the Report shall begin with a reference to those pages in previous Reports in which the subject matter of that chapter has been dealt with or touched upon. It is necessary to warn Members not to place too full reliance upon the completeness of this system in its initial stages, seeing that the absence of any such references in the past makes it a matter of difficulty to trace the history of any question in the transactions of the Chamber.

The Committee have sanctioned the employment of a clerk for the purpose of preparing a proper Index of the matters dealt with in the old Reports of the Chamber, which contain a history of Bombay Trade back to 1838.

RAILWAY MATTERS.

NAGDA-BARA-MUTTRA RAILWAY.

It will be remembered that on the 31st of January 1901, and therefore in time to be printed in the Report for the previous year, the Committee received from the Bombay Government a letter covering copy of one (No. 11 R. P., 15th January 1901) from the Government of India, dealing with the renewed representation made in the previous November on the subject of the Nagda-Bara-Muttra line. In the said letter of the Government of India it was stated that the importance of the Line in question was admitted and that, subject to the consent of the Secretary of State, it was proposed to undertake its construction as funds could be made available without prejudice to the demands for certain other lines which, for obvious reasons, must have preference. The letter went on to say, with reference to the suggestion of the Chamber that the lines should be

handed over to private enterprise, that the only offer of the kind had been one from the B. B. & C. I. Railway in 1895, to form a subsidiary Company to construct the line on rebate terms. This offer had since been withdrawn, and the Government of India did not regard it as probable that any Company or Syndicate would be found willing to undertake the construction of the Nagda-Bara Railway on such terms as it would be consistent with the public interest to concede in the case of a line which would form a main artery of traffic between the trade centres of Upper India and Bombay, competing with two other State Systems, serving to a great extent the same needs. It was added that if any guarantee were required, the work must await a place in the programme just as if the State built it, and its execution as a guaranteed private enterprise would not be at all hastened.

This letter was referred by the Committee to their Railway Member who happened to be absent from the meeting at which it was brought up; and that gentleman in his reply suggested that the Government of India might, for reasons stated, be disposed to construct an altogether different line, the Rewari-Phulera chord. This project is treated of under its own heading in the appendices. It will there be seen that the Committee, in conformity with the policy of concentration laid down in its letter to Government of the 29th April 1899, while thanking the Agent of the B. B. & C. I. Railway for the opportunity of considering the project in question, relied upon the probability that Government would construct the particular line referred to without persuasion by the Chamber, and were anxious to avoid any such prejudice to the strong position they maintained in regard to the Nagda-Bara-Muttra scheme as might result from desultory advocacy of a project of relatively slight importance.

The same view was taken in respect of a representation made by the Agent of the G. I. P. Railway in March in favour of the Agra-Delhi Chord, the Committee believing it better not to dissipate their influence in commenting upon projects of secon-

dary importance; while that to which they attached the greatest weight, and which Government had long ago recognised as desirable, was deferred. Under the heading Agra-Delhi Chord, it will be seen that again in September the Committee was, in reply to its letter of the 21st August on the subject of Bombay's disabilities in respect of Railway communications, invited by Government to discuss the advantages ascribed to the Agra-Delhi Chord in a letter addressed to Government by the G. I. P. Railway on the 2nd September. The Committee in its reply was careful to leave no doubt as to its preference for the Nagda-Bara extension, which would open up new country.

In the meantime, the statement of Government as to the withdrawal of the only private proposal for the construction of the Extension had become known, and the Committee learned with satisfaction that a Bombay firm who have already constructed several lines, were exerting themselves to enlist private enterprise in the matter.

In July it was felt to be desirable that the Committee should come to some definite decision as to the continuity or otherwise of its Railway Policy. A Sub-Committee was therefore appointed, and after reviewing the whole matter, recommended to the General Committee that the efforts of the Chamber be concentrated on procuring the construction of the Nagda-Bara-Muttra Railway and that a letter on the lines of a draft appended to their Report be to that end addressed to Government. That letter in its ultimate form was the result of careful and renewed deliberation.

Since the Committee in its letter to Government about the general disabilities of Bombay in respect of Railway communicotions found it necessary to refer to the letter from Government No. II R.P. dealt with in the first paragraph of this chapter, and to the ambiguous explanations therein made on the subject of the Nagda-Bara-Muttra Railway, some account of the relevant passages must be given in this place. In the said letter the Committee mentioned the disappointment with which

members had noted from the "Forecast of Expenditure on Railways for the three years ending 1903-05 according to present proposals" that the only Railways included in that programme and which could in any way mitigate the disabilities of Bombay, were the Agra-Delhi Chord, the Amalner Jalgaon line and the Chalisgaon-Dhulia line. The Committee had learned, from the copies of letters of the Government of India which had accompanied the Bombay Government's letters Nos. 570 and 1546 of 1899, that the Imperial Government proposed the construction of the Agra-Delhi Chord as in some manner giving effect to the intention declared byGovernment in 1897 "that the through connection from Nagda to Muttra and Delhi should be preferred." As had been stated in the letter of the Chamber, dated 29th April 1899, the Committee had been unable to imagine on what grounds the Government so viewed the Agra-Delhi project. For it had always appeared to the Committee to be essential at once to the financial success of the Nagda-Bara-Muttra line and to the proper development of the trade of the regions to be traversed by it, that the construction should be begun at the southern end, so that each mile added might afford to a new tract of country direct access to the port which forms its natural outlet. It had been subsequently explained to the Chamber that the said work was not intended as a substitute for but as an earnest of the undertaking in behalf of which they had so patiently and consistently made representations to Government. Relying upon this assurance as a reaffirmation of the declaration made in 1897, the Committee had still thought it right to keep before Government, as occasion arose, the supreme importance of the scheme most urgently demanded by trade. Even on reading the copy of the letter of the Government of India, they had retained some hope that the obvious claims of Bombay to some measure of extension would not be entirely ignored. They had therefore abstained from comment on certain passages in the Government of India's letter which struck them as calling for respectful criticism. The amended programme set forth in the recently issued Administration Report

of the Railways in India for 1900 had shown that even the Agra-Delhi Chord, which had been recommended to Bombay as an earnest of relief, had been abandoned; and the Committee therefore considered it incumbent on them to invoke the assistance of the local Government in an effort to bring home to the Government of India and the Secretary of State a sense of the neglect under which the trade of this port had suffered for so many years. In doing so they begged leave to revert to the letter of the Government of India already referred to and besought the local Government to invite from the supreme Government some statement of the "obvious reasons" to which they had alluded as entitling certain other lines to precedence of that in question. It was pointed out that in paragraph 3 of the said letter it was admitted that the Nagda-Bara-Muttra line "would form a main artery of traffic between the trade centres of Upper India and Bombay"; and that all the considerations in the matter, as known to the Committee and as previously recognised by Government, sanctioned the former determination of Government to give precedence to that line. The Committee therefore submitted with deference that, whatever reasons might exist for an indefinite postponement of Government's intentions, they could not properly be called obvious but on the contrary might fittingly be stated.

This letter was dated the 21st August and it was in reply to it but as a prelude to its trasmission to the Government of India that the local Government forwarded for consideration a letter from the G. I. P. Railway dated 2nd September, urging in opposition the Chamber that preference be given to the Agra-Delhi Chord. The Secretary to Government at the same time referred the Committee to his letter No. 570 dated the 13th March 1899, pointing out that the construction of the Agra-Delhi Chord would secure unbroken broad guage connection between the N.-W. P. and Bombay over the Indian Midland and Great Indian Peninsular Railways, running powers with equal facilities being given to all the broad guage railways over the chord. It was added that, since the East Indian Railway, with its interests

towards Calcutta would be eliminated from the route, full play would be given to the Railways interested in Bombay over a through route between that port and Delhi not much longer than the route via the proposed Nagda-Bara-Muttra line.

The Secretary to Government then referred to a letter addressed by this Chamber to his Department on the 31st July 1901, on the subject of the failure of the Railways in the N.-W. to furnish rolling stock for goods destined for Bombay; and he stated that in the opinion of Government an early completion of the Agra-Delhi Chord with a branch line from Muttra to Alighar would most effectively reduce the evils complained of. Throughout the letter the Agra-Delhi Chord was spoken of as if it were a part of the same scheme with the Nagda-Bara Railway; and of the latter the following statement was made. "The rest of the project, viz., the Nagda-Bara-Muttra section, "will open out new country and eventually offer competitive "through communication between Bombay and Delhi; but till "the Agra-Delhi Chord is constructed there will be no direct "untrammelled broad-guage communication between Bombay "and Delhi at all." In conclusion, the Committee was requested to consider the letter of the G. I. P. Railway enclosed and to favour Government with further remarks upon the subject before the transmission of their letter of the 21st August to the Government of India.—(*Appendix* **B.**).

AGRA-DELHI CHORD.

At this point it becomes necessary for a time to treat the two projects together as the letter of Government above referred to forced the Committee to consider them relatively instead of on their absolute merits. It was on the publication of the Chamber's Report for 1900 that the expediency of supporting the Agra-Delhi Chord was first urged upon the Committee by one of their Members interested in Railway matters. Since it was on that occasion decided to defer all secondary schemes to the supreme importance of the Nagda-Bara-Muttra extension, and

since the arguments then indicated were much the same as those put forward by the Agent of the G. I. P. Railway in his letter to Government dated 2nd September, this latter communication may be dealt with at once. After introductory paragraphs, the G. I. P. Railway referred to the *Histories of Railway Projects corrected up to 30th June* 1901, in which it was stated that the Nagda-Bara-Muttra Railway, surveyed in 1894-96, will be 355 miles in length ; and the cost of construction on the 5 ft. 6 in. gauge, including rolling stock, 391 lakhs of Rupees ; that its importance is recognised by the Government of India and the line has formed the subject of private enquiry and the matter is under correspondence." The writer then proceeded to express the hope that it was not too late for him to represent that the conditions under which the Nagda-Bara-Muttra Railway had been originally proposed and supported by the Bombay Chamber of Commerce as well as the Government of Bombay, had materially changed.

The arguments advanced in support of this contention were mainly as follows :—

" When the Nagda-Bara-Muttra Railway was first proposed, " the country through which it was aligned was totally unserved " by Railway communications, and, as stated by the Bombay " Chamber of Commerce in their letter dated 21st August 1901, " addressed to the Government of Bombay, which appear- " ed in the public press about the end of August 1901, " the proposed railway was designed to open out a rich " country."

Then follows a quotation from a letter in which the Agent of the Indian Midland Railway represented to his Board that injury would be done to that Railway by the projected Nagda-Bara-Muttra Extension. It was there contended that the existing lines with feeders running east and west into the Nagda-Bara-Muttra tract are now and would become increasingly able to afford facilities to trade, while " a north and south " line from Nagda to Mutra would do incalculable damage to

" all these railways without benefiting the country through
" which it passes any more than a judicious development of
" auxiliaries to existing routes would do."

The Agent of the G. I. P. Railway then dealt at some length with the extent to which the interests of the various feeder lines would, in his opinion, be compromised by the execution of the Nagda-Bara-Muttra scheme ; and argued that the construction of those feeder lines by which the trunk lines had been permitted to secure back country traffic was a reason why their interests should be further given precedence of the Nagda-Bara-Muttra project. In conclusion Government was besought to respect the interests of certain native States concerned in various existing Railways, to reconsider its previous favourable pronouncement about the Nagda-Bara-Muttra Railway, and to call for proposals for completing the system of feeder Railways already initiated, in order that the comparative merits of the two systems of serving that country might be considered in conjunction with the interests of the existing Railways before any final decision on the subject was arrived at.

The Committee were thus forced to consider the two systems comparatively, and while indicating recognition of the merits of the Agra-Delhi scheme, they avowed their unchanged preference for the other. They pointed out that if, as the wording of the letter of Government seemed to indicate, there existed an impression that the Chamber did not recogise those merits, such impression was unfounded ; and they pointed to their letter of the 29th April 1899, in which it was stated that the Committee's abstention from discusion of secondary projects was " due to their determination that nothing should complicate or " detract from the force of their representations in the matter " of the Nagda-Bara-Muttra Extension." Reference was also made to another passage in the same letter which showed that the Committee's criticism of the Agra-Delhi Chord dealt only with its merits as " a fit substitute for the Nagda-Bara-Muttra line." This, in the opinion of the Committee, it obviously could not be, seeing that it did not open up new country. The

Committee had dwelt upon this point in every letter they had addressed to Government in the matter; and they desired that nothing they might now say in approval of the Agra-Delhi Chord might be taken as indicating any change of view on that point. They maintained the position consistently held by them and reaffirmed by their letter of the 21st August: namely, that it is of the first importance to the trade of Bombay and to the development of a fertile tract of country that the southern section of the line in question should be begun in the manner indicated in the said letter. They denied that the effect of the Nagda-Bara Muttra Railway would mainly be to draw off traffic from the existing lines, and they contended on the contrary that it would largely create new traffic in produce which at present cannot profitably be marketed and is, therefore, either wasted or not grown.

Accepting the assurance of Government that there was no proposal to substitute the Agra-Delhi Chord for the Nagda-Bara-Muttra extension, the Committee expressed their agreement with Government as to the utility of the former and it was pointed out that, in paragraph 3 of the letter replied to by Government, disappointment was expressed regarding the circumstance of its having been dropped out of the Revised Programme. They, therefore, intimated their cordial approval of the proposals indicated in the letter under reply, and added that, to make those proposals effective, it would be necessary to have running powers, not only to Lucknow, but also to Moradabad and Chandausi by way of Alighar.—(*Appendix* C.)

PROPOSED LINE OF RAILWAY FROM REWARI TO PHULERA.

While the Chamber was in correspondence with Government in connection with the proposed Nagda-Bara-Muttra Railway, their attention was called to another project—under date 15th March 1901, for shortening the lead to Delhi by the construction of a line from Rewari to Phulera. The Committee was

informed that this line had already been surveyed by Government, and that by shortening the lead to Delhi by some 45 miles, it would prove advantageous to the commerce of Bombay.

The Committee are pleased at all times to give their support to any reasonable proposal for facilitating the trade of the Port by means of railway connections ; but as they had already strongly urged the immediate prosecution of the Nagda-Bara-Muttra scheme, they were anxious to avoid any such prejudice to the strong position they desired to maintain in regard to that undertaking as might result from advocacy by them of a project of relatively slight importance. They decided, therefore, not to move in the matter, as they felt it to be probable that the Chord-line in question would be undertaken by Government without representations from the Chamber.—(*Appendix* **D.**)

RAILWAY COMMUNICATION WITH THE JHERRIA COALFIELD.

This subject came before the Committee through a representation addressed by the Bengal Chamber to the Government of India, calling attention to the projects which have been under consideration for the entrance of the Bengal-Nagpur Railway into the Jherriah Coaldfield, a line from Mogul Serai to Howrah, independent of the East Indian Railway, and the relief of the congestion on the lower Section of the East Indian Railway. The Committee have not considered this particular matter to fall strictly within their province ; but on the general question of

INCREASED FACILITIES FOR THE CARRIAGE OF GOODS TO BOMBAY

they addressed Government at some length on 31st July 1901, calling attention to the very serious impediments to Bombay trade with the North-West, offered by the failure or refusal of the Railways in that region not directly connected with this port, to furnish rolling stock for the carriage of goods destined for this side of India. The Committee submitted that under the

provisions of the Railway Act of 1890, and the Conference Regulations thereunder, it is the duty of the railways upon which traffic originates to provide wagons for that traffic irrespective of its destination. The said regulations include arrangements for the interchange of stock, framed with the object of enabling the forwarding Railway to meet its obligations in respect of through traffic without suffering undue hardship in consequence of the absence of its stock on Foreign Railways. Under these circumstances the Committee were of opinion that if traffic for one port was provided by a particular Railway Administration with wagons to the detriment of traffic for another port, the action of that Railway Administration constituted undue preference under the Railway Act. The Committee, therefore, submitted that either (a) the existing regulation should be enforced, or (b) the railways leading to Bombay should simply be given running powers over the East Indian Railway system from Jabbulpore to Allahabad, over the Oudh and Rohilkhand Railway, and over the Punjab Railways as far as Sahafanpur. The former of these two alternatives was no doubt technically the more legitimate ; but in view of the many difficulties attending its effective prosecution, the Committee believed that Government would find the extension of running powers to afford the better remedy.—(*Appendix* **E.**)

PROPOSED RAILWAY AT ADEN.

Papers relative to a proposal to construct a light railway from Towahi at Steamer Point, Aden, to the Frontier Line beyond Sheikh Othman, with branch lines to the Arsenal and the conservancy Ground, were forwarded to the Chamber by the Bombay Government on 27th September 1901, with a request that the documents may be circulated among such firms as are likely to consider the project. In compliance with Government's request, the Committee addressed the members of the Chamber calling their attention to the matter, and inviting perusal of documents relating to the scheme in question.—(*Appendix* **F.**)

APPOINTMENT OF RAILWAY COMMISSIONER.

The appointment of Mr. Thomas Robertson, C. V. O., as Special Commissioner for the investigation of the railway system in India was notified to the Chamber in October, 1901, and copies of the programmes of his tours were also forwarded with the intimation that the administrations of the various Railways over which Mr. Robertson was to travel had been requested by the Government of India to afford him every facility for carrying out the objects of his visit to India.

CONFERENCE WITH MR. ROBERTSON, SPECIAL COMMISSIONER ON INDIAN RAILWAYS.

On the 19th December, when the holiday season was already at hand and many members had made arrangements to be absent for a time from Bombay; the Committee received by telegram the first intimation that Mr. Robertson desired to meet them. On the following day a letter was received in which the Committee was given a choice of any day between the 23rd and 30th. Arrangements were, therefore, made for a meeting on the 27th ; but on the 22nd the Committee was invited to change this day to the 3rd or 4th January. Such a change made it impossible for the Chairman to be present, and precluded the attendance of several other members. Every effort was, however, made to secure the presence of gentlemen entitled to be heard on the subject to be considered, and to prepare for a proper presentation of the views of the Bombay Commercial community regarding Railway facilities. There was, unfortunately, no time to hold a preliminary meeting or to prepare a formal programme.

The Conference, which took place in the rooms of the Chamber at 3 p.m. on the 3rd January, was presided over by Mr. C. H. Armstrong, the Deputy Chairman, and afforded an opportunity for a very interesting discussion. Arrangements were made for the attendance of a competent short-hand recorder ; and since both the Chairman and the other speakers dealt with the various questions in a succinct manner, the Report, which will be found among the Appendices, should be read as it stands.—(*Appendix* G.)

ARBITRATIONS SUBMITTED TO THE CHAMBER.

In accordance with the rules passed by the Chamber in 1885, in connection with disputes relating to piece-goods, 54 cases were, in the year 1901, decided by Umpires appointed by the Committee. Instances have occurred in which the Chamber has been asked to arbitrate in disputes between indentors and home manufacturers, and in order to avoid misunderstanding they have decided that in all such cases it will be necessary for the appellants to place before the Chamber, as evidence of submission, a complete writing in such terms as shall leave no possible doubt that it covers the particular dispute submitted. It will be necessary, therefore, in disputes such as those referred to that Home Shippers should forward with each consignment a letter agreeing to submit to the Chamber any dispute relating to that particular consignment, or should give the Chamber a general undertaking that they will abide by decisions given by the Chamber in disputes submitted to it for arbitration.

Two special arbitrations were referred to the Chamber on 15th January and 30th October, 1901. The first referred to a dispute between Messrs. Finlay, Muir & Co. and Messrs. Chugundas & Co., as to the scale at which a certain consignment of Cotton Seed should be shipped in accordance with the tonnage scale of the Chamber. A Sub-Committee was appointed to deal with the matter and the samples and papers were placed before them, together with the records regarding the test made by the Chamber in 1894 of "Cotton Seed cleaned," on which the special scale of 18 cwts. for that description of seed was placed. The Special Committee had no hesitation in deciding that the samples submitted represented the description of Seed known as "Cotton Seed" and for which the scale fixed by the Chamber is 13 cwts. to the steamers ton. This decision was accordingly communicated to the parties concerned. In consequence of the prolonged absence from the Bombay Port and market of the commodity to which the term "Cotton Seed cleaned" had been applied in the Bombay Tonnage scale, and

in consideration of the probability that the use of that term might, therefore, give rise to misunderstanding, the Committee for 1900 recommended that the said item should be for the present omitted from the Bombay Tonnage scale and a Resolution to this effect was passed at the General Meeting held on 6th March, 1901, and was recorded in last year's Report page 27.

The second dispute was referred by Messrs. Killick, Nixon & Co., and related to two shipments of Crushed Bones per s. s. "Idar." The Chamber was asked to give its opinion at to the scale at which the consignments should be taken. The matter was referred to two members of the Chamber and the decision arrived at was that the two lots representing samples submitted should be taken at 15 cwts.

ARBITRATOR'S AND UMPIRE'S FEES.

On 16th May, 1901, the Committee were asked for their opinion on the following points :—(*a*) whether in the event of an umpire giving an award that does not exactly agree with that of either of the surveyors, either party can be held to be a "winning" party and the other a loosing party ; (*b*) whether, if they may be so held to be winning party and loosing party respectively, the former can, in the absence of any previous agreement on the point, claim to have either (1) the whole of the umpire's fee or (2) the fees of both surveyors paid by the latter.

The Committee were of opinion that in the case stated the seller was the loosing party and as such must pay both arbitrators and umpire's fees.

SURVEY OF GOODS.

On 11th July 1901, a member of the Chamber asked for the Committee's opinion as to whether a dealer could survey goods on his own behalf under the following circumstances:—Their dealer had signed an indent for cloves, Free Bombay Harbour Terms, with the clause—"any dispute to be referred to arbitration as

customary in Bombay." The bags of cloves arrived per s.s. "Weissenfels." The muccadum reported that they were in bad condition. On the evening of the 8th July, 1901, the sellers requested the Agents of the steam-ship Company to survey. The surveyor reported on the 9th July that the steamer was not responsible owing to inferior packing. The sellers, holding that the cloves were sea-water damaged, requested the Insurance Company's Agent to survey, which they undertook to do on the morning of 12th July. On the 6th July the dealer paid a lump sum fully equal to the value, but made no demand for delivery. The sellers desired to know whether, in the absence of such demand for delivery, the dealer was entitled to a survey on his own account, and if so, whether the survey would be of any value to him in pressing his claim or must he go to arbitration, appointing his arbitrator by name in three days from the date of his request, the buyer on his part doing the same.

The matter received careful consideration and in their reply dated 12th July, 1901, the Committee stated that under the circumstances placed before them a dealer would not be entitled to a survey on his own account, but must submit the matter to arbitration in accordance with the contract. It was added that the importer in the case should write to the dealer pointing out this fact, and naming his own arbitrator, when it would be incumbent on the other party to make a similar appointment.

SAMPLES IN ARBITRATIONS.

In several cases during the past year umpires appointed by the Committee have found difficulty in satisfying themselves that the samples on which they have been called to arbitrate were the samples that had originally been submitted to the surveyors. Unless the surveyors imprint on or attach to such samples an indelible or irremovable mark of a distinctive kind, there is often no assurance that the true samples have been sent in. Indeed, in one instance it was found that the bundles of samples

sent to the Chamber had been broken and certain of the patterns that appeared in the surveyors' report had been removed.

The Committee, therefore, think it necessary to remind all gentlemen who may have occasion to remit any dispute to the arbitration of the Chamber that unless the samples submitted to the umpire bear an unmistakeable indication of their genuineness they may be rejected by the umpire, who will none the less be entitled to his fee.

SHORT LENGTHS OF PIECE-GOODS IMPORTED INTO BOMBAY.

Complaints were received by the Committee during the year regarding the frequency with which white-goods, imported into Bombay, were found to be short of the stamped lengths. As a consequence of these shortages, a number of pieces were submitted to the Chamber for measurement and certificate. In some cases, the Chamber was asked for an expression of opinion as to whether the trade description of length stamped on certain goods was a "false trade description" within the meaning of the Indian Merchandise Marks Act. In reply to such enquiries the Committee stated that the Notification No. 1474 of the Government of India, dated 13th November 1901, laid down that "a trade description of length stamped on "grey, white or coloured cotton piece-goods shall not be deemed "to be false in a material respect unless (*a*) where a single "length is stamped the description exceeds the actual length by "more than . . . . . 5 inches in pieces stamped as above "10 yards and up to 23 yards long . . . Provided that the "average length of the goods in question shall not be less than "the stamped length." In this provision, as the Committee pointed out, the term "the goods in question" evidently related to an entire shipment or consignment. In that sense the Committee had no information as to the actual average length of the goods in question; but the trade description of length stamped on the goods submitted for measurement would, in

their opinion, be a false trade description within the meaning of the Act if affixed to a shipment of which the goods submitted were correctly representative.

It was subsequently found that the results of these measurements had given rise to the importation of a large number of pieces short of the contract length but stamped with their actual short length. Dealers demurred to acceptance of an unlimited proportion of such short lengths and the manifest importance of the matter led the Committee to consider the expediency and practicability of fixing a maximum percentage of short lengths (over and above those cut for patterns) which an indentor should be required to accept in a consignment of piece-goods sold by the piece. Such a decision obviously offered grave difficulties and it was felt that it would be inexpedient to attempt to deal with them until consultation with the Manchester Chamber of Commerce had removed all doubt as to their scope and nature.

While these questions were under deliberation a letter was received from the Native Piece-goods Merchants' Association, inviting a pronouncement upon this very point of maximum percentage of latitude. To this communication the Committee replied that they were consulting the Manchester Chamber on the point and this was done in a letter dated 31st October 1901. In addition to inviting an expression of opinion on the main point above stated, the Committee pointed out that the detection of many short lengths and the warnings telegraphed home had led to the importation of a greatly increased quantity of light bleached goods stamped $\frac{1}{4}$ to $\frac{1}{2}$ yard less than was contracted for; and that dealers objected to taking delivery of such goods. The Committee recognised that, since all goods except grey cloths pass through many processes, there might be greater difficulty than they knew of in the way of any exact declaration of a percentage applicable to all, but they considered it would be possible to work to a maximum percentage of 5, excluding sample-cut pieces.

The Manchester Chamber, in their letters of the 28th and 29th November, expressed the opinion that claims for short-lengths might be equitably settled by the adoption of a graduated scale of allowances which they therein set forth. The said scale was referred to a Special Committee ; and that Committee, taking the Manchester Chamber's suggestions as the basis of their deliberations, recommended to the general Committee that the following Rules be adopted in the matter.

All Contracts for the sale of Bleached Shirtings, Mulls, Jaconets, Nainsooks $\frac{\text{and}}{\text{or}}$ Tanjibs, made on or after the 1st July 1902, shall be subject to the following conditions :—

1. If the number of Short Length Pieces, over and above pattern-cut pieces, does not exceed five per cent. of the total number of pieces in any one lot* of bleached shirtings, mulls, jaconets, nainsooks or tanjibs, delivery shall be accepted with an allowance in respect of the shortage calculated at the rate of the sale price.

2. If the total number of Short Length Pieces, over and above pattern-cut pieces, exceeds five per cent. but does not exceed ten per cent. of the total number of pieces, in any one lot* of bleached shirtings, mulls, jaconets, nainsooks or tanjibs, delivery shall be accepted with an allowance in respect of the shortage over and above pattern-cut pieces, calculated at the rate of twice the sale price.

3. If the number of Short Length Pieces over and above pattern-cut pieces exceeds ten per cent. of the total number of pieces in any one lot* of bleached shirtings, mulls, jaconets, nainsooks or tanjibs, the dealer shall have the option of returning all the short pieces over and above pattern-cut pieces in such lot and paying for the rest at the full sale price.

* NOTE.—The word "lot" means those goods or that instalment of goods which in the terms of the Contract are to be shipped or delivered in any specified period.

EXAMPLE :—(*a*) In a contract for 100 bales, shipment April/May, there is one "lot" of 100 bales.

(*b*) In a contract of 100 bales, shipment April/May, one half in each month, there are two "lots" of 50 bales each

These Rules were adopted as recommended and at once circulated to Members, copies being forwarded in the ensuing week to the Manchester Chamber of Commerce and to the local Piece-Goods Association.—(*Appendix* H.)

SHORT-REELED YARNS.

(*Reference. Report* for 1900, page 98).

Private information and articles in the public press had for some months made members of the Committee aware that certain spinning mills in India, notably up-country, had adopted a practice of producing short-reeled yarns; and the matter was officially brought before the Committee as a body by two letters received from different sources, but almost simultaneously, in the end of November, 1901. The writers of those letters set forth the grave injury that was done by such practices to strict traders and they solicited the intervention of the Chamber, as towards the Government, with a view to the institution of preventive measures. It was represented that a continuance of the practice in question would tend to compel a general departure from the principles of the Merchandise Marks Act, and would eventually provoke the institution by Government of some form of inspection. The Committee, while recognising the importance of the question and the desirability of obviating the necessity for legislation of an inquisitorial kind, felt that the Bombay Millowners' Association would probably appreciate these considerations, and that the matter was one that might more fittingly be dealt with by that body. It was therefore regarded as more courteous to defer action pending some declaration of the course to be taken by the Millowners' Association. Up to the time of preparing this Report the Committee has received no intimation of any movement in the matter by the Millowners' Association.—(*Appendix* I.)

INDIAN MERCHANDISE MARKS ACT, 1889.

PROPOSED RELAXATION OF CERTAIN PROVISIONS OF THE ACT.

In a letter addressed by the Bengal Chamber of Commerce to the Government of India, under date 13th July, 1901, the Committee of that body stated that information had reached them to the effect that since the year 1896, a more lenient administration of the Merchandise Marks Act in some particulars had been adopted in the British Custom Houses, and they asked whether the Government of India had received any communication from the Secretary of State on the subject. From the correspondence that followed this communication, it appeared that the Indian authorities had been in correspondence with the Secretary of State since 14th March, 1901, on the subject and that the revised instructions in regard to the marking of Foreign goods imported into the United Kingdom were embodied in the General Order of the Board of Trade, No. 15, 1900, dated 26th February, 1900. The main differences between the British and the Indian practice are (1) that in England the use of the English language in a description "simply as language and where not involving the name of any place in or part of the United Kingdom," is not regarded as a "direct," or, unless special circumstances exist, as an "indirect" indication of British origin; whereas in India the name of the country of manufacture is ordinarily required to be marked on all goods of which the manufacturer's name and the trade description are expressed in English: (2) that when the marks on, or the trade description of, goods are such as to indicate that foreign goods were made in the United Kingdom, it is ordinarily considered sufficient in England to correct the marks on description by the words "made abroad," while in India no such general statement of foreign origin is accepted. The Government of India have hitherto held to the view set forth in their despatch No. 91, dated 14th March, 1901, that it is necessary to require the country of manufacture to be marked on foreign goods when the manufacturer's name and the

trade description are expressed in the English language, both in order to protect the consumer from being induced to purchase inferior foreign goods under the impression that they were manufactured in England, and also to safeguard British manufactures against unfair competition. The Government of India have also held that no good reason had been shown for allowing the importation of foreign goods marked with some such general description as the words " made abroad." It was observed that foreign manufacturers of goods of high quality, such as French wines and American agricultural machines, were careful to mark on each article the name and address of the manufacturer, and it was considered that the concession would only be taken advantage of by makers of inferior articles, the importation of which it was not thought desirable to encourage. In short, the Government did not understand what reason an importer could have for objecting to indicate the country of origin on the goods he imported, unless he intended to deceive the consumer.

In forwarding the papers to the Chamber, under date 19th August, 1901, the Government of India asked for an expression of the views of the Committee on the following points :—

(*a*) Should the mere use of the English language in a description be considered, as at present, as suggesting that the goods to which it is affixed are of British origin ?

(*b*) In cases in which a trade description is held to suggest that the goods are of British origin, would it be sufficient to provide for the addition of some general terms indicative of foreign origin ?

(*c*) If so, are the words " made abroad " suitable for use in India and properly applicable to non-Indian goods manufactured outside the United Kingdom ?

(*d*) Do the Committee of the Chamber recommend any further relaxation of the provisions of the Indian Merchandise Marks Act or of the present practice thereunder ?

(*e*) In particular would the Chamber rocommend the Government to dispense altogether with any marking on goods indicative of the country of origin ?

The papers received the most careful consideration of the Committee, who in the main concurred with the views expressed in the letter addressed by the Government of India to the Secretary of State, under date 14th March, 1901 ; as follows :—

" Our present practice is to require the name of the country of manufacture to be marked on goods manufactured on the Continent of Europe only when the manufacturer's name and the trade description are expressed in English. The object of this provision is mainly to protect the consumer, who might otherwise be induced to purchase foreign goods under the impression that they were manufactured in England ; but it has the further effect of safeguarding British manufactures against unfair competition. We do not understand what reason the importer can have for objecting to indicate the country of origin, unless fraud on the consumer is intended. As some importers do object, it is, in our opinion, probable that they contemplate fraud, and they have furnished by their complaints strong reason for insisting on the indication being clearly given.

" We are not aware of the reasons which have led the the Board of Trade to adopt a lenient application of the Merchandise Marks Act in England. But we understand that the agitation on the subject is based on the ground that English trade is injured by teaching the public that certain goods could be procured in other countries than England. We can hardly consider this argument to be worthy of serious refutation. If the foreign manufacturer shared it, he would not wait for a Merchandise Marks Act to stamp his goods boldly and clearly with the name of country and

place of origin. American makers of agricultural machines do not require to be invited to conspicuously mark their manufactures ; they always do show conspicuously the name and address of the manufacturer. Johann Maria Farina is careful to label each bottle of Eau de Cologne with the full address. And Lyons silk weavers have yet to be found who would object to saying that their silk was made in Lyons.

"We are satisfied that foreign manufacturers know where their own interests lie, and that only when their goods are inferior they are anxious to pass them off as of British origin. We are confident that your Lordship will agree with us that it will be to the interest neither of the Indian consumer nor of the British manufacturer to encourage them in this practice."

In addressing the Government of India on 10th September, 1901, the Committee stated that having discussed *seriatim* the five questions propounded by Government, they were of opinion that the use of the English language in a trade description or mark should, in the absence of anything obviously to the contrary, be, as at present, regarded as suggesting that the goods to which such use is applied are of British origin. They further added that they would not recommend that the present usage regarding the specific indication of foreign origin be dispensed with and they submitted that since the words "made abroad" would be liable to misconstruction in India, there was no reason for such change in the Act as appeared to be under consideration.

Government addressed the same questions to the Bengal Chamber ; and when that body replied on the 14th December, 1901, it was found that they also objected to any change whatever being made in the law. They pointed out the undesirability of working the English and Indian Acts under different systems, and submitted that the effect of such discrepancies was injurious to Indian importers. It was pointed out that

under present conditions it was possible to import into the United Kingdom Continental goods which did not bear either on the goods themselves or on the packages or the wrappers containing them, any marks whatever as indicating the country of origin. Such goods could be shipped to India to the detriment of British manufactures. The Bengal Chamber agreed with the views of the Government of India, as set forth in their Despatch No. 91 of 14th March, 1901, and they suggested the desirability of securing an identical mode of working the Act at all Indian Custom Houses.—(*Appendix* J.)

INDIAN MERCHANDISE MARKS ACT.

The question whether, under Section 10 (2) (*f*) (*i*) of the Indian Merchandise Marks Act, IV of 1889, it is necessary to add the word "yards" to the *numerals indicating the length of piece-goods* in standard yards, was referred to the Government of India by the Bombay authorities in November 1900. It appears that at Bombay the practice of stamping piece-goods without the addition of the word "yards" is accepted as satisfying the requirements of the Indian Merchandise Marks Act, whereas at Calcutta and Karachi piece-goods are dealt with as infringing the provisions of that Act if the numerals are not accompained by the word "yards" or its abbreviation "yds." The Bombay Government was of opinion that the practice followed at Calcutta and Karachi was the most suitable for general adoption; and on the matter being represented to the Government of India, the Governor-General in Council agreed in this view, and was accordingly pleased to direct that the practise followed at Calcutta and Karachi should be adopted at all the other Custom-Houses both as regards cases coming under Section 10 (2) (*f*) (*i*) and Section 12 (1) of the Indian Merchandise Marks Act, of 1889. The above orders were conveyed in Customs Circular No. XX of 1900, published by the Department of Finance and Commerce, Government of India, dated 19th December 1900.

In Customs Circular No. IV of 1900, dated 22nd January 1900, an amended procedure was prescribed in regard to the practice that should be followed in affixing *trade descriptions to certain adulterated goods*, namely, linseed oil, turpentine, and paints, under the Indian Merchandise Marks Act. It was directed that such goods should be passed by the Customs Authorities if they are marked "reduced," "mixed," "boiled," or "mineral," but if they are adulterated to the extent of 50 per cent. or more the actual percentage of the adulteration must also be conspicuously marked. These orders apply to (i) white lead, white zinc, red lead and similar compositions; (ii) linseed oil and turpentine.

UMPIRES IN PIECE-GOODS DISPUTES.

During the year under report, the Bombay Native Piece-Goods Merchants' Association addressed the Chamber with a view to procuring for their Association the right to appoint native umpires to deal with disputes in respect of piece-goods where two surveyors have disagreed. It was argued, in support of this plea, that since the time when the appointment of natives as surveyors had been sanctioned, they had performed the work to the entire satisfaction of both the members and the dealers.

After careful and sympathetic consideration, the Committee of the Chamber replied that they reluctantly found themselves unable to accede to the proposal; and when the Piece-Goods Merchant's Association subsequently pressed for a statement of the considerations that led to that conclusion, the Committee explained that it would in their opinion be inexpedient to disturb the existing system which had worked so satisfactorily in the past and to which the customs of the trade had become so thoroughly adapted.

The Piece-Goods Merchants' Association again renewed their representations and urged at greater length that their proposals, instead of disturbing the existing system, would be productive of good; but as the Committee of the Chamber found in this

further letter no argument which they had not already weighed, they replied in the following terms :—That the letter in question had been most carefully considered by the Committee in the hope that it might indicate some means by which effect might be given to the suggestion of the Association without prejudice to trade; but that the Members could see no reason to modify the opinion they had already expressed, as to the unwisdom of departing from the system hitherto in force.

Once more the Association re-stated its view; and the Committee could only renew the expression of their regret that they were unable to concur with the Association in the view of that body concerning the matter under discussion.

COTTON DUTIES AND TARIFF ACTS.

Mr. J. E. O'Conor, C.I.E., Director-General of Statistics to the Government of India, conferred with the Committee on his return from Europe in December, with a view to the annual revision of the Import Tariff Schedule. The changes proposed by Mr. O'Conor were discussed at a special meeting of the Committe held on 23rd December, at which Mr. O'Conor was present, and the amended Schedule of rates will be found in the *Appendix*.

Captain Webb-Ware, Political Assistant, Chagai, addressed the Committee on 20th July 1901, as to the universally accepted meaning of the term 5 per cent. *ad valorem*. He stated that the Persian Customs authorities in Khorasan were interpreting it to mean 5 per cent. on the original invoice price as well as 5 per cent. on the carriage of goods to the frontier—a reading which, he considered, was calculated to handicap the Nushki-Seistan trade route (referred to under another head)

and to place bulky goods of less value at a disadvantage when compared with goods of high value but of small weight.

In the reply sent to Captain Webb-Ware, under date 27th July 1901, the Committee stated that in India the 5 per cent. duty *ad valorem* upon imported goods was calculated upon the actual market value of such goods in the port of arrival, this market value necessarily covering the cost of importation. In cases where the invoice value was taken as the basis of calculation, an addition of 10 per cent thereof was made to cover the cost of importation, duty thus being assessed upon 110 per cent. of the original invoice value. The incidence of freight, they added, and of duty calculated thereon must, of course, be relatively heavy upon bulky goods of low specific value as compared with light goods of high specific value. It would appear therefore that the Persian Customs authorities might, consistently with the information conveyed to the Chamber by Captain Webb-Ware, be acting in conformity with the principles generally governing such assessments.—(*Appendix* **K**).

EXCISE DUTY IN NATIVE STATES.

On receipt of an enquiry from a Member of the Chamber as to the collection of excise duty in certain Native States, the Committee caused enquiries to be made of the Residents and Political Agents at Bhawnagger, Rajnandgaon, Baroda, Indore and Mysore. It was ascertained that in each of these States excise duty was collected at the rate of 3½ per cent. *ad valorem*.

MUNICIPAL TOWN DUTIES.

In anticipation of the beginning of the financial year, the Municipal Commissioner, on the 20th February 1901, addressed the Committee, stating that on and after the 1st April, Town Duty on grain would be levied at the rate of four annas per

candy instead of six annas, as in the previous year then current. He also referred to the circumstance that under the Municipal by-laws for the granting of refunds the production of Import Bills in respect of grain exported by sea is not required, but that in the case of grain imported by rail such Import Bills are required and serve to fix at once the date of import and the rate of duty to be refunded. He, therefore, desired an expression of the Committee's opinion as to the date at which the stock of grain imported into the City up to the 31st March 1901 and entitled to refunds at the higher rates would probably be exhausted : in other words, the date from which refund at the lower rates should be granted.

In reply to a similar enquiry in the previous year the Committee had expressed the opinion that a fortnight would probably suffice for the exhaustion of grain imported up to the 31st March. They, therefore, in the absence of any special conditions, replied on the 22nd February, that a period of fourteen days would be sufficient.

EXAMINATION OF TOWN DUTIES QUESTION.

Shortly after the beginning of the Municipal year 1901-1902, an exhaustive study of the whole question of Town Duties was undertaken. It had been considered for many years that the whole system of Town Duties as practised in Bombay was open to grave criticism, but the subject was felt to be so large and so likely to give rise to protracted controversy before the necessary reforms could be brought about, that successive Committees had abstained from raising it.

It will be remembered that in June of 1900 the Chamber received from a certain Municipal Committee an enquiry as to the expediency of enforcing the production of Import Bills before Refund of Town Duty could be obtained in respect of exports of grain by sea. To that enquiry the Chamber replied in the negative. (see Report for 1900, page 391).

The Municipal Committee alluded to, and from which the said enquiry emanated, was appointed to consider a representation made by the Bombay Grain Merchants' Association, as to the desirability of abolishing, in respect of exports of grain by rail, that demand for production of Import Bills which had for years been dispensed with in respect of exports by sea. The Report of that Committee produced an unfavourable impression in certain quarters ; for, whereas it teemed with admissions of the existence of abuses in connexion with the Town Duties and Refunds, it offered no indication of any appreciation of their gravity, and, instead of giving earnest of any relief from the obvious disabilities complained of, suggested an intensification of those evils, by applying them further to exports by sea.

A thorough examination of the whole Town Duties question was therefore undertaken in the beginning of April ; but though application was at once made to the Municipality for a copy of the by-laws on the subject, it was not till June that a copy was obtained. Under section 468 (1) of the City of Bombay Municipal Act, the Municipal Commissioner is bound at all times to deliver printed copies of these bye-laws to any person on payment of two annas. A knowledge of those rules is necessary to any one who desires to avoid infringing them ; and the fact that the Chamber of Commerce only received a copy after a delay of two and a half months indicates how difficult it has been made for traders to conduct their own town duty business and dispense with the middlemen who have been allowed to obtain control of it.

In order to eliminate such fluctuations as might in a particular year arise from excess of stocks or other abnormal circumstances, it was considered desirable to go back over the past ten years and take, as the basis of any conclusions to be arrived at, the averages for that period both in respect of Municipal and of Government statistics. This procedure was rendered doubly necessary by the absence of any index to the annual Adminis-

tration Reports of the Municipal Commissioner, and by the frequent discrepancies in respect of figures which those Reports disclosed.

In the letter ultimately addressed to the Municipal Commissioner on the subject will be found a record of the main conclusions that issued from the investigation. It is only necessary to give here the merest outline of the Chamber's argument. Firstly, it showed that the abuses attending the Refund system were flagrant and officially admitted. Secondly, it showed that they resulted chiefly from the impracticable requirements of Refund by-law No. 1, (d), which provides for the production and identification of Import Bills relating to any particular lot of goods to be exported subject to refund. Thirdly, it represented that the abolition of the said by-law and the substitution of a real identification of exported goods as belonging to a class entitled to refund, would result in such simplification as would leave small scope for fraud.

Certain minor points not deemed to be of sufficient importance for mention in the letter to the Municipal Commissioner may with advantage be noted here for future reference.

A strict comparison of the total Municipal Returns of the arrivals and despatches of goods subject to Town Duty with the Government statistics for those same goods is difficult for the following reasons :—

(*a*) Arrivals of Beer, Sugar, Spirits and Ghee in Bond and for Government account, and "through" consignments in transit under By-law IV. appear in the Government statistics, but, being exempt from Town Duty, they are ignored in the Municipal Returns.

(*b*) In Beer and in Wine and spirits dealers forfeit a considerable portion of the Refund due on goods re-exported, through the necessity of breaking bulk or making up leakage before re-exporting.

(*c*) It appears that the term "spirits" for the purpose of Town Duties excludes methylated spirits, while the same term in Government statistics includes that article. This fact which is incomprehensible led to the only substantial error found in the figures given by the Chamber.

(*d*) The movement in flour is almost entirely on the export side and ought to be placed against the imports of wheat.

(*e*) The movements of Timber by rail are not returned separately in the Government statistics, nor are they in the Municipal statistics separated from the movement by sea.

(*f*) The Government statistics took no cognizance of firewood movements before 1895-1896.

It was therefore found impossible to make a really satisfactory examination of the figures relating specifically to flour, timber, and Firewood.

Section 468 (1) of the City of Bombay Municipal Act is as follows :—

"The Commissioner shall cause all by-laws from time to time "in force to be printed and shall cause printed copies thereof "to be delivered to any person desiring the same on payment "of a fee of two annas for each copy. (2) Notice of the fact "of copies of the by-laws being obtainable at the said price and "of the place where and the person from whom the same are "obtainable shall be given by the Commissioner from time to "time by advertisement in the local newspapers." Both sub-sections would appear to have become a dead letter.

As there appears to be some misapprehension as to the main Refund provision of the Act, it is well to quote here Sec. 195 (1) which says :—"When any article upon which town duty "has been paid shall be exported from the City, the *full amount* "of the duty so paid shall, subject to the provisions hereinafter "contained, be refunded."

Under By-law IV., goods in transit may be sent straight from quay to rail or *vice versa*, free of town duty on the payment of a small fee for supervision by a town duties officer. It is found that while the largest export houses do not avail themselves of the by-law in question, it has been to a considerable extent taken advantage of by native dealers in ghee, etc., during 1900. The fees do not appear in the Municipal accounts, for the reason that the railways perform the duties of supervision, and retain the fees in full. This may possibly account for the fact that, while the commission allowed to the Port Trust and railways for collection of town duties is theoretically 3 per cent., we have found the actual cost of collection over ten years to amount to 3·42 per cent. Whatever the amount of these fees may be, they must be added to the pure waste involved.

In the minority report made by a particular member of the Municipal Committee appointed on 7th December 1899, reference is made to a report by Mr. DuBoulay, in which he suggested that many of the evils attending the present system would be removed by the institution of a small duty upon all imports, but without refunds. This would have obvious advantages ; but from specific enquiries made it appears that the houses most largely engaged in the through trade, although they have to wait months for their refunds, do eventually recover them at the cost of maintaining a staff for that purpose; and that these houses would therefore not approve of a change such as that suggested by Mr. DuBoulay. This fact seems to show that the burden of undue taxation falls mainly upon the smaller and less powerful merchants ; and it follows that on that narrow class the pressure must exceed the 1 per cent. generally computed.

If, as stated, there be a considerable industry in Bombay ghee, that fact, taken in conjunction with the impracticability of really identifying all consignments of goods, is sufficient to show that ghee is not a fit subject for taxation under the present system. The average annual net revenue from ghee after deduction of 6·818 per cent. cost of collection, is Rs. 1,57,865 ;

and of this it would appear that some Rs. 14,000 is derived from ghee re-exported. The legitimate revenue from this source is therefore some Rs. 1,44,000. If this revenue be indispensable, it might be proper to institute a countervailing excise on the inferior Bombay ghee or to issue a license for its manufacture. (Read Section 394 sub-section (1) of the Municipal Act. Also Schedule M, "Fat." Also Bombay Act No II, of 1899 "for preventing the adulteration of ghee and other articles of human food.")

Dr. Viegas in the 17th paragraph of his minority report speaks of sugar as being produced in Bombay. Sugar is not made in Bombay from the raw material. Such treatment of sugar as takes place in Bombay other than the manufacture of confectionery not entitled to refund is of the nature of refining, and in view of the loss of weight so incurred, sugar so treated might reasonably be granted refund at a higher rate.

So with flour. At present flour receives refund at the rate of 75 per cent. of the contemporary duty on grain. If adulteration be not contemplated, the scale in question is inequitable; for, since flour contains only the more valuable constituents of the grain it must—independently of cost of production—be, weight for weight, more valuable than grain. And since bran and offals, though exported in large quantities, are denied refund, the flour, of which they are by-products, ought to carry refund considerably in excess of the rate for the grain of which all those products are made. It is possible that the 75 per cent refund was fixed with regard to the fact that grain yields about 70 to 75 per cent of its weight in flour. If this be so and the by-products are not entitled to refund, the duty paid upon a given weight of grain ought to be refunded in full upon flour representing 75 per cent. of that weight. Therefore the calculation of refund payable on one candy of flour, all the by-products of which have also been exported, ought to be, taking duty at As. 8, as follows :—75 : 100 : : As. 8 : As. 10 pies 8 —instead of As. 6 as is actually paid. Even allowing

for the local consumption of some portion of the by-products and for the possibility of adulteration, flour ought probably to be allowed refund at a rate at least equal to that on grain. The present arrangement puts Bombay-made flour at a disadvantage as against imported flour ; for whereas a candy of imported flour pays only As. 6 and receives refund in full, a candy of Bombay-made flour represents 1.33 candies of wheat on which As. 10 pies 8 has been paid. Yet the latter when exported receives only As. 6 refund, leaving a loss of As. 4 p. 8.

It is noticeable too that, whereas, according to Government returns, the average Bombay consumption of grain was 7,19,978 candies per annum (1·86 lbs. per head per diem on a population of 8 lakhs). That local consumption, according to Municipal figures, varied from candies 6,68,820 in 1892-93 (1·73 lbs. per head per diem) to candies 16,22,566 (4-2 lbs. per head per diem) in 1899-1900. There has probably been a decline in the population of Bombay since plague appeared. That decline probably first took effect on the local consumption of grain in 1896-97. The average local consumption in the six years preceeding 1896-97 is therefore taken, and the average for the 3 ensuing years. The grain movement in 1899-1900 was so abnormal that great part of it may have been carried forward in stock ; so it will be safer in this paragraph to ignore both the Government and the Municipal figures for that year. The Government figures then give an average yearly grain consumption, 1890-91 to 1895-96, of candies 708,284, (1·83 lbs. per head per diem) a decline of 4·16 per cent. A decline of 4·16 per cent. on 8 lakhs of population leaves 766,720, which approximately tallies with Census.* The Municipal figures on the other hand show for the same periods an increase of 18·78 per cent., *i.e.*, from candies 901.117 (2·33 lbs. per head per diem.) to candies 1,070,362 (2·77 lbs. per head per diem). This might have been in a sense accounted for if the Municipal figures had shown a proportionate increase in exports of wheat flour.

* See Table on page 111.

But, whereas the Government figures for such exports (even without despatches by rail which are not included) show, in the averages for the six years' period and for the three years' period, an increase from candies 1,06,665 per annum to candies 1,09,502 per annum, the Municipal figures show a decrease from candies 85,504 per annum to candies 81,135 per annum.

The manner in which refunds are withheld may perhaps be gauged by the suit brought by Joshi Dewjee Hoolji on the 18th July 1900 before the Chief Judge of the Court of Small Causes as reported in the *Times of India* of the 20th and 25th of that month. On pages 245, 246 of the Municipal Commissioner's Report for 1899-1900 the grounds on which refunds have been withheld from the plaintiff and from others are set forth, and it is there stated that the decision of the Court, which was adverse to the Municipality, entailed the payment of some three lakhs of refunds withheld on similar and insufficient grounds.—(*Appendix*, **L.**)

WORKING OF THE SEA CUSTOMS ACT.

Towards the close of 1900 the Madras Chamber of Commerce had under consideration the question of certain difficulties experienced by importers in the working of that portion of the Sea Customs Act relating to the levy of duty on imported goods. On the 19th December 1900 that body addressed the Committee, suggesting that a joint representation should be made to Government for an amendment of the Act in the respect alluded to.

The particulars furnished by the Madras Chamber received the careful consideration of the Committee, but they did not think that any useful purpose would be served by such a representation as was suggested. They accordingly replied to the Madras Chamber to this affect, under date 10th January 1901 (*Appendix* **M.**)

INCREASE IN THE CHINESE IMPORT DUTIES ON COTTONS.

In June 1901 the Committee received intelligence of the proposed very great enhancement of the Chinese Import Duties as a means of financing the Indemnity demanded by the Powers for the disturbances of 1900 and their *sequelæ*. After consulting the Bengal Chamber in the matter, the Committee decided to address Government, pointing out that an increase of such duties to 10 per cent. *ad valorem* would be sufficient to produce a very substantial decline in the volume of trade and in certain directions to kill it. If it had been possible to abolish effectually the likin and other internal charges to which trade in transit was subjected in China, the objection would have been very much less; but it was not considered by those best acquainted with the conditions that such abolition could be made effective. While the charges referred to remained in force the trade would probably bear an actual five per cent. duty which, the Committee understood, was not in all cases collected; but they submitted that a ten per cent. tariff in conjunction with the likin and other dues would disastrously affect the trade and cripple Indian Spinning and Weaving industries which have grown up in reliance upon that trade as one of their chief means of subsistence. The Committee accordingly begged that the matter might be brought to notice and that the gist of the Chamber's views might be communicated by cable to the proper authorities in London.

A similar representation was addressed by the Bengal Chamber to the Government of India, under date 27th June, 1901.

The views of the two Chambers were in due course communicated to the India Office by the Government of India, and on 2nd October, 1901, the Committee were favoured with a copy of a Despatch from the Secretary of State, as also copy of a communication from the Foreign Office, on the subject. In the latter communication it was explained that the special rates levied on cotton goods imported into China had been fixed in

1858 and had been calculated on a basis of 5 per cent. *ad valorem*, but that, owing to fluctuations in value these rates no longer represented an *ad valorem* equivalent of 5 per cent. The Chinese Government were entitled by Treaty to a periodical revision of the Tariff; in these circumstances His Majesty's Government could not refuse their assent in conjunction with the other Powers now engaged in negociations with China, to the duties being replaced on the Treaty basis of an effective five per cent.; and it was impossible to make an exception in favour of Indian Cottons. His Majesty's Government, it was added, had intimated that, should they at some future time find it advisable to agree to any increase in the Tariff beyond the Treaty rate of five per cent., they would require from the Chinese Government, by way of compensation the grant of commercial advantages, and it was not their intention to arrive at a decision with regard to these until they had ascertained the views of those concerned in the China trade. The Secretary of State for India, in forwarding the above communication from the Foreign Secretary, said: "Having considered in Council the statement of facts contained "in that letter, I do not think that any further representation "on my part in behalf of the Indian Cotton Mill Industry is "practicable. The higher duties which the Chinese Govern- "ment contemplate imposing will affect the British Cotton "industry as well as the Indian, and special treatment of the "latter is obviously not possible."

In connexion with the recent Chinese troubles and the difficulties and delays that attended settlement of the questions involved, members who have access to a copy of the Report of this Chamber for the year 1840-1841 should refer to the Appendix thereto and note the very remarkable parallels presented by the situation which has recurred after sixty years' interval.—(*Appendix* **N.**)

FRENCH IMPORT TARIFF.

At the annual general meeting of the United Planters' Association of Southern India, Madras, held on 31st July, 1901, it was resolved "that having regard to the temporary and uncertain nature of the present fiscal arrangements affecting the importation of tea, coffee and pepper into France, the Government of India should be strongly urged to represent to the Secretary of State for India the serious effect that any enhancement of the tariff would have on the planting industries and the necessity for immediate action in the matter." The Association in question accordingly addressed Government in terms of this Resolution, and on 9th August, 1901, the Chamber was requested by the Associatioh to express to Government its full concurrence in the views submitted. The matter had the best attention of the Committee but they considered that such intervention as was proposed to them would not serve any useful purpose. They accordingly advised the Association in question to this effect under date 16th August, 1901.—(*Appendix* **O.**)

CUSTOMS FINES IN RUSSIA.

Papers regarding the procedure to be followed in cases of Customs fines in Russia were forwarded to the Chamber by the Government of India, Department of Finance and Commerce, under date 17th January, 1901, and were in due course circulated to members of the Chamber.

Cases not unfrequently arise of fines being imposed on vessels by the Russian Customs authorities on account of clerical errors in bills of lading or other ship's papers. His Majesty's Ambassador at St. Petersburg has expressed the opinion that the proper mode of proceeding in such cases appears to be insufficiently known to British ship-owners, who usually address themselves to the Secretary of State for Foreign Affairs, or to the British Embassy at St. Petersburg. It is essential, therefore, both with a view to avoid delay and in order to secure proper

attention to the facts of the case, for the owners or the agents of the vessel or goods on which a fine is imposed to follow the prescribed form of procedure, which is to send a petition, drawn up in the English, French, German or Russian languages, and furnished with the requisite Russian Stamps, to the Russian Minister of Finance, setting forth all the facts of the case, and praying for a remission or reduction of the fine imposed. Should the applicants fail by this means to obtain redress or in some urgent cases even before a reply is received to their petition, they may apply direct to His Majesty's Ambassador at St. Petersburg, asking him to support their request; and when this course is adopted, a copy of the petition to the Russian Minister of Finance should invariably accompany such communication; but in no case should the complaint be brought to the notice of the Imperial Government, in the first instance, by the channel of His Majesty's Embassy or Consulate. It is particularly important that the necessity should be realized of exact accuracy in, and careful verification of, the weights of goods in documents required, by the Russian Customs for the assessment of duty. The Regulations permit a margin either way of 8 per cent. to cover trifling miscalculations or differences due to inherent or other causes. When weight is over-stated, the penalty is that duty is assessed on the weight thus given, or in other words, the weight of the goods is taken, to the shipper's loss, at his own estimate. In cases of underestimation a fine is imposed of 3$\frac{3}{4}$ the duty on the difference between the given and the real weight. It should be borne in mind that fines for infractions, however, trifling of the Russian Customs Regulations, are not imposed in a vexatious spirit, but rather in order to insure the strict observance of these Regulations, which a tendency has at times been evinced to disregard. It it therefore of great importance, in order to avoid the imposition of these fines, that shipowners and shipmasters should make themselves familiar with the requirements of the Russian Customs Regulations, a translation of which appeared in the *London Gazette* of the 15th June 1886, page 2856.

NEW PERSIAN CUSTOMS TARIFF.

In a notification published by the Government of India, Finance and Commerce Department, No. 3496 S.R., dated Simla 4th July, 1901, it was stated that by a new Persian law, which came into force on 3rd April, 1901, all inland Customs-Houses, and transit and other dues paid on imported goods transported from place to place in Persia had been abolished. In place of these dues, the law prescribes uniform import and export duties of 5 per cent. *ad valorem* on goods, irrespective of their origin or the nationality of the trader, and a *rahdari* toll or road-tax of 120 shahis per mule load of 120 kilograms, or approximately six pence per 240 lbs. The *rahdari* is taken on the departure of the goods from the frontier or port for the interior on their actual weight and is payable by the carriers, and not by the owners, of the goods.

GERMAN COMMERCIAL RELATIONS WITH THE BRITISH EMPIRE.

With reference to the German Law relating to commercial relations with the British Empire, a Notification was published by the Berlin authorities under date 11th June, 1901, stating that the Council of the Empire had determined for the period after 30th July, 1901, to accord until further notice to subjects and products of the United Kingdom of Great Britain and Ireland, as well as to those of British Colonies and Foreign possession, with the exception of Canada, the same privileges as are granted to the subjects and products of the most-favoured-nation.

WORKING OF THE CUSTOMS HOUSE IN BOMBAY.

(*See Chamber's Reports* 1890, *p.* 603, *and* 1894, *p.* 260.)

During the season 1900-1901 the delays attending the passage of import goods through the Customs House continued to inconvenience importers directly and exporters indirectly,

through the consequent congestion in the sheds at the Docks. The matter was repeatedly discussed in an informal manner by the Committee ; and, since there appeared to be unanimity as to the causes and remedies of the difficulties, the propriety of addressing the Collector of Customs in the matter was under consideration when the Port Trust raised the question of the transfer to the Dock of some part of the Custom House business. There seemed some prospect that this question would afford an occasion for the discussion of the Custom House procedure as it at present exists ; and in this hope the Committee in their letter of the 16th August already referred to, offered to depute some of their members to meet the Collector of Customs. Since no reply was received to that letter, the Committee, in December, were obliged to resume consideration of the difficulties that had previously claimed their attention. A Sub-Committee was appointed to study and report on that matter ; and, before meeting, the individual members of that Committee made separate tests as to the delays encountered in the various departments. They were thus in a position to criticise with confidence and to offer specific suggestions for the remedy of the evils ascertained to exist. Those criticisms and suggestions were embodied in a draft letter to the Collector which was adopted by the General Committee and forwarded to that official with slight modification.

It was therein stated that the enquiry undertaken by the Committee had in the opinion of the Members established that it was no uncommon thing for the passage of a set of documents through the required routine in the Customs House to occupy from three to three-and-a-half or even four days. It was unnecessary to say that such delays were wasteful, inasmuch as a large number of employees in Commercial offices were kept waiting until a single clerk in the Customs House dealt with their respective papers. It had been found that the greatest delay occcured in the process of obtaining the original manifest number. That process appeared with striking uniformity to occupy rather over twenty-four hours, the documents being

deposited with the number clerk on the morning of one day and re-issued about noon on the following day. The getting of the index number and the passing through the Permanent Deposit Office appeared in some cases to be done with fair expedition; but the delays in the process of appraizing were very serious. This the Committee believed to be to a considerable extent due to the complexity of the system in this Department; and they recognized that a certain amount of complexity was probably indispensable to security from fraud. But while they did not think that it would be fitting that they should offer specific suggestions as to the alterations of system whereby greater simplicity might be attained without loss of efficiency, they submitted that, both in the said department and in that for the issue of Manifest Numbers, delay occurred on a scale not consistent with the reasonable convenience of trade. It was added that the Committee had been unable to hear of any valid reason for the maintenance of the usage whereby the Customs House staff, concerned, as it was, almost exclusively with the movements of commerce, continued, to the detriment of the public convenience, to keep hours so very much shorter than the mercantile community on whose operations its delays were so serious a drag. The Committee ventured to express the opinion that a very substantial measure of improvement could be accomplished by an increase of the staff—especially in the two departments specified—and by the adoption of a rule that all Customs House servants should work not less than from 10 a.m. to 5 p.m. There was believed to exist an impression that it was necessary to let members of the appraizing staff away early in order that they might inform themselves about current prices of articles; but the Committee believed it to be the case that after four o'clock was not a good time to obtain the information required and that the end in view would be best attained by such an increase in the staff as would enable each appraizer in rotation to spend a whole day in enquiry.—(*Appendix* **P.**)

Note.—Read Chamber's Report for 1843-44, 4th quarter, page 8.

PROPOSED ESTABLISHMENT OF A BRANCH CUSTOM HOUSE AT THE PRINCE'S DOCK.

(*See Chamber's Reports* 1890, *p.p.* 203-602, *and* 1894, *p.* 260.)

The Trustees of the Port had under their consideration, during the year, the procedure with regard to the payment of Imperial Duty on imported goods. It was represented to them by the Acting Docks Superintendent that, if Imperial duty were received at the Prince's Dock Custom House, the gain in time to merchants would amount to nearly two days and sometimes perhaps over that time, while the same period would be gained by the Trustees for clearance of the transits sheds, which would prove of immense benefit, as the sheds could then be put to much greater use. It was further pointed out that with regard to free goods, the obtaining of "Number" on the Import Documents in the Fort is a process that practically means a loss of one day before a merchant is in a position to go to the Docks to pay his Dock charges and clear his goods; and that the gain of even one day would be a great advantage as the transit sheds would clear more rapidly. It was also pointed out that the cargo brought to the Docks by Messrs. Shepherd & Co.'s steamers is always cleared with great rapidity on account of the facilities provided, under a special arrangement that exists between the Customs Department and Messrs. Shepherd & Co., and foremost among which is that the Customs "Numbering" work is done at the Docks. It was held that an extension of the system to all free goods carried by other Companies would be a boon to the trade. The Trustees, in addressing the Commissioner of Customs, stated that it would greatly facilitate the clearance of import cargoes if the two changes proposed by the Dock Superintendent were effected: that is if in the case of all goods, the work of giving numbers to Import documents were transferred to the Dock Custom House, and, if in the case of dutiable goods, arrangements were made to receive payments for the Imperial Duty also at the Docks. The Committee on receiving from the Port Trustees a copy of the recommendations made by them to Government conveyed

to the Commissioner of Customs a general expression of their approval of those recommendations. On the invitation of the Collector of Customs, the Committee renewed in slightly expanded form their support of the suggestions made by the Port Trustees, urging that the proposed transfer of some of the Custom House business to the Docks would be of very great advantage to the trade of the Port, and offering to depute some of their numbers to discuss the matter with the Collector should he so desire it.—(*Appendix* Q.)

DOCKS.

SHIPS MOVED IN COURSE OF LOADING.

On the 29th of June 1901, a complaint was received from a Member of the Chamber to the effect that grave inconvenience had been caused to various shippers by the circumstance of certain vessels having been moved by the Dock authorities from one berth to another, while in the act of loading. It was considered desirable that before addressing the Port Trust in the matter, the facts as stated should be confirmed by the agents of the steamers named. This was done and when the replies of those agents had been received, the circumstances as detailed were communicated to the Port Trust with an enquiry as to the reasons for the movements referred to. The Port Trustees in replying on the 29th July, enclosed a copy of their Dock Superintendent's report in the matter; and, having regard to the frequent allusion therein to the congestion of Import cargo at the Docks, expressed the view that the only remedy was to be found in an increase of the shed accommodation at the Docks, which increase, as the Chamber was aware, was being made on a large scale. The main part of the said Report dealt with the specific complaints made and need not be reproduced here; but Paragraph 5 thereof lays it down that "Shifts are only made when unavoidably necessary and for one of the following reasons:—

(*a*) When one shed will not hold an entire cargo and where a second shed has to be made use of to finish.

(*b*) When a shed with Import goods does not clear sufficiently quick for an export vessels cargo.

(*c*) When an export cargo has from the first, for want of space, to be spread over two sheds.

"Each shift causes no end of inconvenience in working to this department; it also entails much extra work and trouble on the Dock Master's Department. No Superintendent or Dock Official would willingly court a shift, seeing the great inconvenience all round that follows. The shifting of vessels for the purpose of allowing the docks to be made the most use of is nothing new, however, and if it were not resorted to, probably 20 per cent. of the vessels arriving or wishing to load would either not be able to get working berths or be so delayed that the time lost would altogether discount the value of the docks." The Committee, while feeling that the state of matters so described and also certain passages in the specific explanations given by the Docks Superintendent were open to further criticism, considered that no very important purpose could be served by its expression; and they contented themselves with emphasising, in their letter of thanks to the Port Trustees, the great inconvenience caused by such shifts as were described and the desirability of obviating that inconvenience in all but cases of really urgent necessity.

SHIPMENT OF CARGO ON FRIDAYS.

In consequence of complaints having been made of delay in the grant to shippers of mates' receipts on Fridays, the Acting Superintendent of the Victoria and Prince's Docks notified to shippers on 4th July 1901 that he had instructed his staff in the case of shipments made on Fridays to obtain the mates' receipts at once and make them over to the shippers on the same day (Friday), so as to give time for Bills of Lading to be obtained and despatched by Saturday's mails. A copy of the above instructions was forwarded to the Chamber on 4th July 1901,

and on 11th idem, the Committee on behalf of the mercantile community thanked the Dock's Superintendent for the consideration shown by him in this matter.

INSPECTION OF VESSELS LEAVING BOMBAY ON SUNDAYS.

(*Reference*: *Report for* 1900, *pp.* 124-354.)

In the letter addressed to the Chamber by the Bombay Government, No. 5733A, dated 3rd November 1900, it was stated that the Government of India had decided that the fee levied in the case of cargo and mail steamers at all ports in India and Burmah and for all vessels at the ports of call in the Madras Presidency should be Rs. 25, and that in the case of ordinary passenger steamers at ports outside the Madras Presidency, the fee should stand at Rs. 50. It was added that mail steamers for the purposes of these rules would be considered to include only those under contract to sail on Sundays or the specified holidays, namely, New Year's Day, Good Friday, the Queen's Birthday and Christmas Day. The Government of India had also decided that similar fees should be levied in the case of vessels arriving from infected ports at clean ports in India.

Under date, 19th June 1901, the Committee received a further communication from Government to the effect that the Government of India had decided to exempt shipowners from the payment of the fees detailed above, for the medical inspection of vessels by the Port Health Staff on Sundays and the holidays mentioned; and, in reply to an enquiry from the Chamber, Government further stated, on 24th July 1901, that the exemption applied also to ports in the Madras Presidency.

The decision of Government was in due course communicated to members of the Chamber interested in the matter.—(*Appendix* **R.**)

BILLS OF LADING.

The attention of the Chamber was called by the Bombay Cotton Trade Association, Ltd., on 26th July, 1901, to certain correspondence that had passed between that body and the Cotton Trade Association of Bremen, regarding the wording of the negligence clause in certain Bills of Lading. The Bremen Association pointed out that shippers complained of the clause in the Bill of Lading used by the Clan Line, and took particular exception to the words in italics. The clause reads as follows:—"*Neither the ship nor her owners shall be liable* for "any loss or non-delivery of, damage to, *or charges upon, the* "*goods, arising either directly or indirectly from the* act of "God, perils of the seas, *negligence, default, or error in* "*judgment, of Pilots, Master, Mariners, or other servants* "*of the owners, insufficient packing.* . . . . . ." The Bremen Association also suggested that more general use should be made of the Eastern Trade Bill of Lading form (Inwards), except that in the sentence "Master or Crew in the management or navigation of the ship," the word "management" should be eliminated.

The matter received the careful consideration of the Committee, but they did not see their way to take any effective action regarding it. The papers were accordingly returned to the Bombay Cotton Trade Association on 1st August, 1901, with the thanks of the Committee for having afforded them an opportunity of considering the matter.

The Committee desires to redirect public attention, as was done last year, to the fact that the Chamber's official recognition of a certain form of Bill of Lading, given in 1872 (see Report for 1871-72, p.p. 12 to 193), was withdrawn in 1882 (see Report for 1881-82, p.p. 148 & 296), and that for nearly twenty years no authority has existed for the use on a Bill of Lading of words or stamps suggesting the existence of such recognition (see Report for 1900, page 111.)

GUARANTEE LETTERS UNDER BILLS OF LADING.

From a member of the Chamber the Committee received, under date 16th October, 1901, a copy of the usual guarantee form which is customarily given at this Port to Captains of steamers, indemnifying them against claims for signing clean Bills of Lading in cases when Mate's receipts bore remarks, and the Committee were requested to obtain the sanction and approval of the Chamber for its adoption.

In replying to the firm, under date 17th October, 1901, the Committee stated that the form of a Letter of Guarantee, such as the one submitted, appeared to them to be a matter of private arrangement between parties, and that, just as the Chamber had not thought it expedient to adopt and sanction any particular form of Bill of Lading, so they could not give their *imprimatur* to any particular form of Letter of Guarantee.

NOTICE OF READINESS TO LOAD OR DISCHARGE UNDER A CHARTER PARTY.

CUSTOM OF THE PORT.

In December 1900, the Committee were consulted by the Ceylon Chamber of Commerce as to the correct interpretation in Bombay of the words in the Charter Party :—" Working days according to the Custom of the Port " ; also as to the time up to which the Captain of a Chartered Vessel may give notice to the local Agents of the Charterers of his readiness to either load or discharge.

With regard to the first enquiry, the Committee stated that during the rains a Sub-Committee is appointed for the purpose of deciding references as to whole, half, or non-weather working days. In regard to the second point, it was explained that the custom of the Port of Bombay as regards loading had been that such notice must be given before 5 p.m., when the Custom House closes. It was added that since the above was accepted as the custom of the Port, a modification had been made in

the rules of the Custom House, whereby a steamer arriving in Bombay in ballast might be entered at the Customs before her arrival, so that the above custom was not always applicable to the cancelling date of Charter Parties. As to "discharges," it was explained that steamers carrying general cargoes commenced unloading as a rule on arrival ; others according to the terms of the Charter Party.

With reference to the above decision, a firm in Bombay, under date 28th January 1901, desired information as to whether Charterers are obliged to accept notice of readiness if—(*a*) a steamer arrives unexpectedly in ballast subsequent to 4 p.m., which the writers stated was the latest hour for entering a steamer in wards in Bombay ; (*b*) the firm also desired to know whether notice of readiness held good if a steamer was only clear of inward cargo after 4 p.m., and could not be entered outwards in consequence of her port of loading being still undeclared by Charterers. The Committee, on 31st January 1901, gave it as their opinion that (*a*) a steamer arriving unexpectedly in ballast subsequent to 4 p.m., must be accepted by the Charterers if there is in the Charter Party nothing to the contrary. In the second case (*b*) the Committee considered that notice of readiness holds good.—(*Appendix* **S**).

SHIPMENT IN THE STREAM.

On the 16th July, 1901, a leading firm in Bombay addressed the Chamber asking for the Committee's opinion as to the right of a ship in certain circumstances to demand delivery of cargo in the stream. The matter was considered with great care, but the Committee found it difficult to frame any general pronouncement upon a matter which might involve extraordinary conditions. They, therefore, stated that if there was any special case in point and the enquirers would furnish the Chamber with a statement of the facts (with, if possible, copies of the relative documents) the matter would receive further consideration. To this communication, no reply was received.

TONNAGE SCALE.

CRUSHED BONES.

With reference to the Scale for Crushed Bones—which was confirmed, in accordance with ascertained measurements, on 14th February, 1900—the Committee, in view of difficulties experienced by the trade in fixing the exact scale for the different grades of Crushed Bones shipped from Bombay, obtained sanction at the annual general meeting of the Chamber held on 6th March, 1901, to the addition of the following foot-note in the Tonnage Scale regarding the standard samples of this article which are kept in the Chamber: "These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale as per standards intermediate or otherwise.....A survey fee of Rs. 30 shall be paid on submission of the case."

The Committee at the same time considered it advisable to forward to the Karachi Chamber samples of these standards. They accordingly addressed that body on 13th February, 1901, stating that the purpose of the tests in accordance with which the scales for Crushed Bones were determined was not to prescribe a series of standards under one or other of which all grists must be shipped, but to fix one or two points, leaving the shipment of intermediate grades to be settled by private bargain, keeping the said points in view.

Samples of these standards are now to be seen at the hut of the Chamber's measurer at Victoria Dock. But it must be understood that the measurers are forbidden to express any opinion as to matters in which reference may be made to these samples.

COTTON SEED.

Messrs. Killick Nixon and Co. addressed the Chamber on 18th February, 1901, desiring to be informed whether the Cotton Seed at present shipped from Bombay in large quantities was similar to that tested by the Chamber some years ago and scaled at

15 cwts. to the ton. The Committee, on 21st February, informed the firm that in the arbitration conducted by the Chamber on 16th January, 1901, (page 13 of this Report) it was held that the samples of cotton seed then submitted, and which were understood to represent the bulk of the shipments from Bombay, came under the scale of 13 cwts to the steamer ton. It was added that there had been no re-test for tonnage of cotton seed for some years, but that, since the description of cotton seed "cleaned," and for which the scale of 15 cwt. was fixed, was not now shipped, the Committee would propose at the Annual General meeting that the said description be for the present omitted from the Chamber's Tonnage Schedule as a possible cause of confusion. Acordingly at the general meeting of members held on 6th March, 1901, it was resolved "that cotton seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the last year."

"BROKEN STOWAGE."

Replying to enquiries addressed to the Chamber under dates 17th January, 1901, and 21st October, 1901, the Committee stated that the term "Broken Stowage" applied to cargo such as horns and hoofs, loose; Coir Dholls, loose; Bones, loose; Packets of seeds; wooden railway keys, loose; which were used by steamers to fill up small spaces and stow cargo, but which it was entirely at the option of the steamers to take or not.

BROKERAGE IN FREIGHT TRANSACTIONS.

An enquiry was addressed to the Chamber on 18th Feb., 1901, as to the usual brokerage paid for securing freight in regular lines and outside boats. The Committee replied on 22nd March stating that such brokerage was generally a matter of private arrangement. Some people were reputed to pay 1 per cent. while others were known to give 4 annas per ton or whatever might be agreed to.

STONE BALLAST.

Enquiry was made of the Chamber in July, 1901, as to the recognised scale of measurement of Stone ballast. The Committee addressed several firms in the matter, but the replies received showed that there was no regular Scale of measurement for the article in Bombay, various houses apparently having different practices in the matter.

SANDALWOOD CHIPS.

In view of the increasing exports of Sandalwood Chips from Bombay, it was suggested to the Committee in July 1901 that a test should be made in order to arrive at a Scale which should govern all shipments of this article in future. The Committee were prepared to act on this suggestion, but difficulties arose in respect of the supply to the Chamber of the quantity of Chips required for the test, and the matter was therefore allowed to drop.

While this report was in preparation, however, representations were again made to the Chamber to have the article tested, and this will be done should the stuff be made available.

CUBICAL CONTENTS OF CYLINDRICAL PACKAGES.

The Committee have been in correspondence with Messrs. Turner, Morrison & Co., as to the system adopted by the Bombay Chamber of Commerce in regard to the measurement of rolls of matting. From the papers submitted to the Committee it appeared that the practice in Colombo—from which port the enquiry emanated—in regard to the measurement of such cargo, was that in order to arrive at the cubical measurement of a cylindrical bale it was necessary that the mean girth should be divided by 4, the quotient squared, and the result multiplied by the length. Thus a bale 12 feet in circumference and 10 feet in length would be 90 feet, the same as is given in Hopp's Tables for the measurement of round timber. In addressing

Merssrs. Turner, Morrison & Co., on 26th September, 1901, the Committee stated that the Chamber's measurers were instructed only to concern themselves with the correct measurement of the length and thickness of such packages, and that the Committee did not therefore think it necessary to prescribe any formula for the calculation of contents on the basis of measurement so found.

Addressing the Chamber again on 21st October, 1901, Messrs. Turner, Morrison & Co., submitted copy of a further letter from their Colombo friends, in which they desired an authoritative ruling as to how to obtain the correct cubical contents of packages of the character mentioned.

On the institution of inquiries among the various shipping Companies, it was found that the formulæ most commonly in use for the contents of cylindrical packages gave a very substantial error ; and that either of the two formulæ which give a correct result was as easy to work as those that were defective. It was felt that if the absence of uniformity and correctness in the formula used were giving rise to disputes, as was likely, it would be desirable to make some pronouncement in favour of a formula that did in fact calculate that which it professed to calculate. It was, however, necessary to keep in view the circumstance that the existing rates of freight on cylindrical packages had probably been fixed with regard to the erroneous results given by the formulæ at present used, and that a sudden repudiation of that formulæ would therefore in many instances have the effect of an alteration on the tonnage scale. And since no alteration of the Tonnage Scale can be made without the sanction of a General Meeting of the Chamber, it was resolved to hold the matter over till the next Annual General Meeting, and meantime to inform Messrs. Turner, Morrison & Co. that the matter would then probably be dealt with.

Meantime, the Committee being satisfied that the matter called for action on the part of the various Chambers in the maritime cities of India, and having in view the fact that the

said Chambers would probably be holding their Annual General Meetings shortly, issued a circular letter suggesting that a uniform and practically correct formula should be adopted in all the ports.—(See Report of General Meeting.)

PILFERAGE OF CARGO IN TRANSIT.

By a letter from the London Chamber of Commerce, dated 22nd November, 1901, the Committee learned that complaints regarding pilferage of cargo in transit had been received by that body from Colonial Chambers. Since those complaints had been accompanied by a request for action on the part of the London Chamber, the latter, after preliminary enquiries, appointed a Special Committee to report upon the matter; and the evidence examined by that Committee satisfied the members that the robberies were systematised and had reached enormous dimensions. On their recommendation a detective staff was engaged to stamp out the evil; and the Chambers in Bombay and other British ports were invited to co-operate for the information and guidance of that staff.

The letter of the London Chamber was accompanied by a number of copies of a form to be filled up by any merchant in whose experience any future cases of pilfering should occur, and it was requested that those forms should be distributed with a recommendation that particulars should be furnished in every case. This was done accordingly; but in the covering circular it was suggested that all such reports should be sent to this Chamber for transmission to the London Chamber, as it seemed to the Committee important that there should be in this office some record of matters about which correspondence might subsequently arise.

The following are the particulars required :—

Name and address of Shipper.

Name and address of Consignee.

Port of Shipment. Date of Shipment.

Port of Discharge. Date of Discharge.

Name of Vessel, voyage, and inward broker.

Date of Arrival.

Unloading Dock.

When discharged from ship.

Method of conveyance from ship to warehouse.

Where warehoused.

Description of Package.

Mark and No. of package tampered with.

Contents of package tampered with.

Nature of goods stolen.

Nature of total consignment under the same mark as the goods stolen.

Where the robbery was discovered.

Outward appearance of the package when robbery was discovered.

IMPORTANT.—Whether the goods should be identified and by whom.

Remarks.

A few cases of pilferage were accordingly reported to this Chamber and transmitted to the London Chamber; and it is not improbable that others have been sent direct. The Committee, take this opportunity of renewing their recommendation that all cases of pilferage be reported, and that the report be transmitted through this office.

COUNTERMARKS ON SUGAR IMPORTED FROM EUROPE.

The attention of the Chamber was called by the Port Trust on 5th June, 1901, to difficulties encountered in the Prince's and Victoria Docks in respect of the distinguishing marks on consignments of sugar imported from Europe. The bags containing this class of sugar were, it was pointed out, too heavy to be easily handled and were marked in such a way that it was

impossible to sort and stack the cargo in order to ensure accurate and expeditious delivery. The Trustees accordingly addressed the Chamber, asking that a representation be made to firms connected with the import trade, inviting their attention to the difficulties which had been experienced, and recommending that shippers should be asked to see that the countermarks (distinguishing marks of the importing houses) are made legibly *on the ends of the bags*, instead of on the sides, so that they might be plainly visible while the bags were being carried from the ship to the shed and thereafter when stacked in sheds. In compliance with the above request the Committee addressed members of the Chamber by circular dated 24th June, 1901. The Chamber also took the opportunity of writing to the Chamber of Commerce at Trieste, requesting that body to take corresponding steps to have the suggested alteration carried out by shippers in that port.

INSURANCES ON SUGAR.

"By the courtesy of the Bombay Underwriters' Association "the Chamber was favoured, on 25th June 1901, with a copy of "a communication that had been addressed to that Association "with regard to the excessive moisture present in a large number "of bags of foreign sugar imported into India under Policies of "Insurance. A good deal of this sugar, it was stated, was "exported with a view to a rapid realization of the bounties "given, and sufficient time was not allowed for the sugar to dry. "The sugar was brought to Hamburg in large iron and wood "lighters which in some cases travelled hundreds of miles by "river and canal." Continuing the writer said: "All the bags "of sugar that I have examined give off traces of salt water in "the chemical test, and under the condition of your Policies "you are of course liable for such damage. Had the sugar "been well dried before shipment I do not think that so "much sweat or steam would have been set up in conjunc-"tion with the damage by salt water and naturally the total "damage would have been considerably lessened. In my ex-

"perience of damaged sugar surveys, I find that at first sight "sea water damage intensifies and increases through the na- "tural (and excessive) moisture of certain kinds of beet sugar. "It might be difficult to suggest a remedy, but I would propose "that some certificate be produced showing that the sugar in "question had been well dried (stating the days or hours) and "that a sample drawn showed a minimum percentage of water "contained therein."

The above information was in due course communicated to members of the Chamber.

PILGRIM SHIPS ACT, 1895.

(*See Chamber's Report* 1899, *p.* 102).

The only reference to the Chamber in this matter was with reference to an addition to Rule 53, Sub-Rule (1) of the Rules under the Act published with the notification of the Government of India in the Home* Department, No. 262, dated 5th October 1896. The addition proposed, namely, that "Permanent Hospitals shall be used solely for the accommoda- "tion of sick pilgrims and, in so far as they are not required for "the accommodation of such pilgrims, shall remain unoccupied," called for no criticism from the Chamber, and is merely cited in this Report for future reference.

WEATHER WORKING DAYS.

The following decisions were given by the Committee in 1901 as regards working and non-working days for vessels working in the Docks during the monsoon months :—

Thursday,	20th June ...	...	Full	weather working day
Friday,	21st „ ...	...	Half	„ „
Saturday,	29th „ ...	...	Non	„ „
Wednesday,	24th July ...	...	Half	„ „
Thursday,	25th „ ...	...	Full	„ „
Friday,	26th „ ...	...	Half	„ „
Monday,	29th „ ...	...	Half	„ „
Monday,	5th Aug. ...	...	Half	„ „
Tuesday,	6th „ ...	...	Full	„ „
Thursday,	8th „ ...	...	Full	„ „
Friday,	9th „ ...	...	Half	„ „

* Republished at pp. 1054 to 1057 of part I of the *Bombay Government Gazette*, dated 15th Oct. 1896.

It is well to place on record the fact that the Committee do not undertake to give decisions as to weather working or non-weather working days in regard to the loading and unloading of vessels in the stream. Such decisions, the Committee understand, are only given by the Port Officer.

EMPLOYMENT OF COLOURED LABOUR ON MAIL STEAMERS.

In the month of October, 1901, it became known that the Senate of the Australian Commonwealth had ratified a resolution by which the House of Representatives had amended the Australian Postal Bill to the effect that no contract for the conveyance of mails to and from that country should in the future be concluded with any Steamship Company that employed coloured men among their crews. The Committee immediately received from a member a strong representation, in which it was pointed out that the effect of this decision would be to throw out of employment large numbers of British subjects, the majority of whom were drawn from the Bombay Presidency; and it was suggested that the Chamber should approach the local Government with a request that a strong protest against this measure should be made to the Imperial Government.

In view of the importance of the question, the Committee invited the co-operation of the Bengal Chamber and forwarded to that body a draft of the letter it was intended to address to Government. The Bengal Chamber agreed to simultaneous representation and on the 19th December the Committee submitted to Government that the action of the Australian authorities would in effect very greatly injure a large number of British Indian subjects who at present live by service upon such vessels as would be barred by the condition which it was proposed to institute. It was stated that the number of men so serving amounted to some 35,000 on the West Coast of India, with probably an equal number on the East Coast, making some seventy-thousand in all. The Committee repre-

sented that the first effect of the Postal Bill, as amended by the Australian Senate, would be to seriously embarrass the shipping industry which was the most important branch of British commerce, and to dislocate the Imperial system of communications in a measure altogether disproportionate to the benefit to be derived from it by the small sea-faring community of Australia. It was obvious that under the condition that the Australian Senate sought to impose, it might be impossible to conclude mail contracts on the terms hitherto obtained; and unless the Commonwealth were prepared to make good the difference in cost or unless that policy were to be abandoned under which it had up to that time been sought to make the mail service of the Empire self-supporting, all classes of the King's subjects inhabiting other parts of his Dominions might have to pay an increased rate for Postal communication. Such prejudice to those communications as must inevitably result would, the Committee submitted, be most retrogressive and greatly to be deplored. They therefore begged H. E. the Governer-in-Council to represent the matter to H. E. the Viceroy to the end that he might make to the Imperial Government such communication as he might in Council consider to be most likely to prevent the Imperial sanction of the amended Bill in question.—(*Appendix* **T.**)

BRITISH AND FOREIGN SEAMEN IN MERCANTILE MARINE.

BOARD OF TRADE ENQUIRY.

(*Read Chamber's Report for* 1844-45, *2nd quarter, page* 10.)

The *Times* of the 14th January, 1902, contained an announcement of the appointment by the Board of Trade of a Committee to enquire into and report upon :—

(1). The causes that have led to the employment of a large and increasing proportion of Lascars and foreigners in the British Merchant service, and the

effect of such employment upon the reserve of seamen of British nationality available for naval purposes in time of peace or war.

(2) The sufficiency or otherwise of the existing law and practice for securing proper food, accommodation, medical attention, and reasonable conditions of comfort and well being for seamen on British Merchant ships.

(3). The prevalence of desertion and other offences against discipline in the Mercantile Marine and to make such recommendations with respect to these matters as they may think fit.

REDUCED FEES ON THE TRANSHIPMENT OF KEROSINE OIL AT BOMBAY.

Under date 6th May 1901, the Commissioner of Customs, Salt, Opium and Abkari, Bombay, addressed the Chamber as to the propriety and suitability of levying the following special fees on the transhipment at Bombay of kerosine oil for foreign ports :—

Kerosine oil in cases—½ (instead of 1 anna per case as at present) anna per case.

Kerosine oil in bulk—2 pies per 10 gallons.

The Committee saw no objection to the levy of the special fees in question, and accordingly notified their approval to the Commissioner in their letter of 29th May 1901.—(*Appendix* **U.**) .

CONVEYANCE OF KEROSINE OIL IN VESSELS CARRYING NATIVE PASSENGERS.

(*See Chamber's Report* for 1899 p.p. 123, 367-368).

In 1899 the conditions under which certain Native Passenger Ships sailing from Rangoon carry as many as 5,000 cases of kerosine oil, were considered by the Government of India. Such consideration was prompted by representation made by the Presidency Port Officer of Madras to the effect that the number

of such cases should, in accordance with the practice obtaining in Calcutta, be limited to 100. The Rangoon Chamber of Commerce, having addressed Government in opposition to the proposed restrictions, communicated with this Chamber on the subject. The Government of India were then of opinion that it was a dangerous practice to carry large quantities of kerosine oil in native passenger ships. They considered that the practice should be altogether forbidden or that a limit should be fixed under rules to be framed either under the Native Passenger Ships Act, 1887, or under the Indian Petroleum Act. 1899. In addressing Government on 20th June 1899, the Committee strongly deprecated any interference with a trade which, they submitted, had for many years worked satisfactorily and without mishaps, and that the latitude allowed by the officials administering the Native Passenger Ships Act had not been found to be excessive or dangerous.

The matter again came before the Government of India in 1901 and in addressing the Chamber on 1st June of that year they stated that the necessity had not, in their opinion, been established for prohibiting the carriage of kerosine oil in Native Passenger Ships or for fixing a maximum quantity to be carried. They considered however that kerosine oil and petroleum should be subjected to certain precautions, and that the conditions detailed by them should be laid down for the guidance of officers who grant certificates to masters of Native Passenger Ships under section 12 of Act X of 1887.

The papers received the careful consideration of the Committee, who addressed Government in reply on 24th June 1901. Their first criticisms related to the instructions in clause (1)—namely, "that such consignment is covered by a flash "certificate, and that the flash point is not lower than that laid down in the Petroleum Act, 1899." The Committee did not consider it desirable that such instructions should apply to Bombay, seeing that no kerosine oil can be landed in this Port without having been tested by the Government Analyser. As

to instructions in clause (2)—"that the tins containing the "kerosine oil or petroleum are enclosed in outer wooden "cases"—it was submitted that experience had shown the employment of outer wooden cases to be unnecessary and that therefore the instructions under this head might with advantage be omitted. No. 4 (*b*) provided that kerosine oil or petroleum should be "kept separate from all other cargo." This provision appeared to the Committee to be more stringent than actual conditions demanded ; and, while they considered it desirable to set a limit to the promiscuous storage of kerosine among other cargo, they believed it to be unnecessary to insist on its being carried in a separate hold as appeared to be contemplated by the clause in question.—(*Appendix* **V.**)

RICE MERCHANTS' ASSOCIATION AND FREIGHTS.

On 2nd May 1901, the Rice Merchants' Association of Bombay addressed the Chamber with regard to a conflict between that body and the British India Steam Navigation Company as to rates of freight on rice brought to Bombay by the Company's vessels from Rangoon, and solicited the intervention of the Chamber. The Committee, however, explained to the writers (on 7th May 1901) that, while the Chamber was concerned to safeguard the interests of all departments of commerce, including shipping, such conflicts of interest as the Association described, must arise in all trades and could be effectually settled only by spontaneous adjustment and agreement between the paties concerned. The matter placed before the Chamber was therefore not one in which the Chamber could intervene on an *ex parte* invitation, and the Committee, therefore, were unable to accede to the desire conveyed to them. This attitude the Committee felt bound to maintain in the face of renewed invocation by the Association.

THE LEVEL OF FREIGHTS SINCE 1873.

The following interesting figures show the great decline in freights since 1873. These figures are based on the weekly freight quotations in the annual Reports of this Chamber. The year 1873 is commonly selected as a starting point for tables dealing with the movement of prices, for the reason that the position of gold in the currencies of the world has undergone great modification since that date.

Annual average Freight on Cotton from Bombay to Liverpool in Shillings and decimals thereof.

	Via Cape.	*Via Canal.*
1873	49·12	85·74
1874	52·04	50·92
1875	42·62	42·24
1876	43·74	43·18
1877	41·16	37·38
1878	22·54	21·90
1879	22·90	27·20
1880	32·76	35·86
1881	40 72	39·30
1882	41·46	31·06
1883	39·82	27·84
1884	...	22·54
1885	26·30	23·70
1886	24·28	20·34
1887	22·50	20·56
1888	...	21·80
1889	...	22·74
1890	...	19·86
1891	...	23·40
1892	...	15·76
1893	...	16·60
1894	...	18·54
1895	...	15·40
1896	...	10·54
1897	...	12·66
1898	...	19·54
1899	...	17·10
1900	...	16·86

PROPOSED PUBLIC WHARF AT ADEN.

(*See Chamber's Report for* 1900, *pp.* 91-272.)

Reference to the Chamber's Report mentioned above will show that this question came before the Committe in 1900, and that a representation was addressed to Government in regard to it. The matter, however, remained in abeyance, as it was subsequently found that the Port Trustees of Aden—who had submitted the scheme—were not in a position to provide the requisite Government loan of 8 lakhs of rupees for the carrying on of the work.

During the year under review the matter again came up for consideration, and, on 18th November, the Chamber was informed by Government that a Commission had been appointed to take evidence and report on the feasibility of the different schemes which had been proposed for the construction of public wharves at Aden and the prospects of their proving remunerative. It was stated that the points to which their attention would be specially directed were :—

(*a*) The adequacy of the existing wharves and accommodation.

(*b*) The probability of trade development's resulting from the construction of a public wharf.

(*c*) The prospect of a sufficient return by dues or other wise to repay with interest the loan that may be required to meet the cost of construction.

(*d*) The question whether money to be spent on Aden Harbour would be best spent on a public wharf or on deepening the anchorge.

It may be remembered that in the correspondence with Government in 1900, the Chamber strongly urged the last point (*d*) as the Committee considered that the question of deepening the inner hardour at Aden, so as to enable vessels of deep draft to enter, remain afloat, and leave at all states of the tide, was more important than the proposed public wharf.

In regard to the Commission under notice, the Committee took the opportunity of representing to Government on 15th November, 1901, the expediency of including in the reference to the said Commission the question of the projected increase in mooring charges ; and the Committee are glad to say that in a letter, dated 27th November, 1901, the Bombay Government informed the Chamber that its suggestion had been given effect to.—(*Appendix* **W.**)

MOORING CHARGES AT ADEN.

On 22nd September 1901, the attention of the Committee was called by the Aden Chamber of Commerce to the draft of a proposed scale of enhanced charges for the use of moorings by vessels in that Port which had been placed before the Government of Bombay by the Port Trustees of Aden. It was pointed out that the proposal to so enhance these charges had been submitted for sanction to the local Government without the representatives of the trade and shipping of the Port having been given any opportunity for an expression of their views. Perusal of the correspondence showed that to move in such a matter without some form of consultation with those persons and bodies who, from practical experience, were most likely to be able to pronounce upon the effect that might be produced upon commerce, was to greatly increase the likelihood of results that would be regretted by every one interested in the Port. The Committee, accordingly, addressed the Bombay Government on 10th October 1901, calling their attention to the matter and requesting that His Excellency the Governor might be pleased to consider the expediency of delaying sanction to the proposed changes until fuller examination could be given it.

The Chamber's communication was acknowledged by Government on 12th October 1901 ; and, on the 18th of the same month, the Committee were informed that the matter had been referred to the Political Resident, Aden, with a request that when the proposals of the Aden Port Trustees should be re-submitted to Government, they might be accompanied by a copy of

such representation as the Aden Chamber may desire to submit. On the suggestion of the Chamber, this question of mooring charges was subsequently included by Government in the reference made to the Commission appointed to report upon the following matter.—(*Appendix* **X.**)

PROPOSED HARBOUR ON THE WEST COAST OF INDIA.

Representations were made in February, 1901, by the United Planters' Association of Southern India to the Government of Madras, on the subject of the need of a Harbour on the West Coast. As to the question of the best situation for such a Harbour, it was felt by the Association that it involved so many and varied interests,—apart from the engineering question,—as to the most suitable local conditions, that the matter would require careful consideration and consultation before any particular port could be indicated as the most convenient. In the meantime the Association addressed the Chamber on 6th February, 1901, calling attention to the matter, and asking for the Committee's support to the representations addressed to Government.

The Committee, in acknowledging the receipt of the papers, informed the United Planters' Association of Southern India, under date 21st February, 1901, that after full consideration they did not believe any useful purpose would be served by their taking part in such a representation to Government as was proposed.

AMENDMENT OF THE INDIAN PORTS ACT, 1889.

In the Chamber's Report for 1900 it was stated that the Committee had notified their approval to the Bill introduced by the Government of India in October 1900 for the purpose of further amending Section 6 of the Indian Ports Act, 1889, in order to amplify the sanitary clauses.

On 6th February 1901, the Chamber received a Notification from the Bombay Government embodying the views of those consulted on the provisions of the Bill together with a communication to the Government of India, dated 12th January, 1901, containing a summary of such views.—(*Appendix* **Y.**)

PORT DUES AND MOORING CHARGES IN MADRAS.

Papers regarding certain amended proposals of the Harbour Trust Board for reducing the Port Dues and the Mooring Charges at the Port of Madras were received by the Chamber from the Bombay Government, under date 7th September, 1901, and are available to members for perusal on application to the Secretary.

In Notification No. 918, Marine, dated 12th November, 1901, the Madras Government directed that, from and after 1st December, 1901, pilotage fees at the rate of 10 annas for every foot or fraction of a foot, of the vessel's draught, shall be levied on every vessel drawing more than 3 feet of water and using the services of a pilot for passage through the Kilakarai Channel. The fees shall be payable at the Custom House at Pamban for vessels proceeding to the Southward and at the Custom-House at Kilakarai for vessels proceeding to the North.

RULES UNDER THE INDIAN STEAM SHIPS ACT, 1884.

On 3rd September 1901 the Chamber received from the Bombay Government copies of two Notifications dated 20th August 1901, the one, No. 78, consisting of revised draft rules relating to the examination of engineers under section 36 of the Indian Steam Ships Act, and the other, No. 79, consisting of modifications in the form of declaration for the hull, machinery and life saving appliances of a foreign-going passenger steam-ship or Indian Home-trade passenger steam-ship as provided under section 24 of the same Act.

In accordance with the practice of the Chamber in such matters, the papers were circulated by the Committee to representatives of the shipping interest in Bombay, and on 18th September, 1901, the Committee communicated to Government the sense of such criticisms as had been offered. With reference to Notification No. 78, section 21, sub-section (a),—from which

it would appear that a journeyman's time was to count as equivalent to apprenticeship—it was represented to Government that, in the United Kingdom, apprenticeship must be completed before work as a journeyman could be counted ; and that departure from that rule in India would be inexpedient and tend to introduce an inferior class of men. In a later communication to Government dated 30th October, 1901, it was further urged that owing to the intricacy of modern marine engines thoroughly trained men were required and that men with sea-service only had not adequate opportunity of studying the construction of such engines. It was not therefore considered that it would be advisable to accept men without shore service in some engineering shop. As to the class of engineers to whom the Elementary Questions in Notification No. 78, Appendix B, were intended to be put, the Chamber stated that a large number of the said questions presupposed a measure of knowledge not possessed by any Engineer of that class, nor of any practical use to him if possessed. It was also represented that, since no engineer on the Indian Home Trade could pass such a standard as was proposed, it would be necessary, in event of its institution, to institute also a secondary standard for engineers which would entitle the ship to a survey certificate for Home trade just as such a survey certificate was issued to a ship whose deck officers had passed a relatively low examination. The Chamber pointed out that it was unnecessary that a ship on the Home Trade, and which might never be more than eight to twelve hours out of port, should carry an engineer holding a certificate that would qualify the vessel for a Foreign Trade certificate.—(*Appendix* **Z.**)

DISINFECTION OF HIDES IN UNITED STATES.

The Chamber was favoured by the Government of India, under date 10th October, 1901, with papers regarding the importation of neat cattle and the hides of neat cattle from any foreign country into the United States. In a communication from the Secretary, Treasury Department, Washington, it was stated that

such imports were prohibited in accordance with Section 25 of the Act of July 24, 1897, subject to the condition that the operation of the Section should be suspended as to any foreign country or countries, or any parts of such country or countries, whenever the Secretary of the Treasury should officially determine, and give public notice thereof that such importation would not tend to the introduction or spread of contagious or infectious diseases among the cattle of the United States ; and the Secretary of the Treasury was authorised and empowered to make all necessary orders and regulations to carry the Section in question into effect, or to suspend the same, and to send copies thereof to the proper officers in the United States, and to such officers or Agents of the United States in foreign countries, as he should judge neccessary.

CONSULAR INVOICES.

The Committee are indebted to the Bombay Government, the Government of India and the Brazilian Vice-Consul at Bombay, for copies of the regulation for the service of Consular Invoices issued by the Brazilian Government. These documents were circulated to members on 1st March 1901.

TELEGRAPHS.

CABLE RATES.

It will be remembered that the impediments to the reduction of the present excessive rates for cable communication between Britain and India were set forth in a Memorandum of the Secretary of State, under date 7th November, 1900, the text of which was printed at page 68 of this Chamber's Report for last year. These impediments have so far survived, with the effect that throughout the past twelve months the negociations have, to all outward appearance, been at a standstill and the agitation has to some extent flagged for want of any fresh material

for discussion. Sir Edward Sassoon has at the same time lost no occasion of keeping the matter before the country and the official world, and his letter published in the *Times* of the 13th August, 1900, though too long for reproduction here, should be taken as a pendant to the very important pronouncement made in the House by Mr. Austen Chamberlain on that same date. That pronouncement is printed below, and with it several other official declarations of policy in respect of telegraphic communications. These are recorded because they mark a notable change in the governmental attitude towards the question, and indicate that the deadlock produced by the Telegraph Companies is likely to produce greater results than have attended the agitation that preceded it.

ALL BRITISH CABLES.

Principle accepted by Imperial Government.

Debate on Pacific Cable Bill.—See "*Times*," 13th August, 1901.

Mr. Austen Chamberlain thought the Hon. Member's memory deceived him. The history of this bill was shortly this. For many years the Australian Colonies had been complaining of the high rates and of the insufficient service and they, together with the Dominion of Canada, had been anxious for a further cable connection to be constructed between this country and Australia, via Canada, *which should touch only on British soil, and should have all the safeguards which attached to that condition. The object of His Majesty's Government had been to secure an all British cable* (*cheers*) and they had attained that object. The Eastern Telegraph Company and its allies had, since this proposal had taken practical shape and since His Majesty's Government had expressed their willingness to co-operate with the colonies in laying this cable, offered terms which they never offered before. (Hear, hear). They had contended earlier that the traffic would never bear any reduction of rates, that it did not pay at the present time, and that they could not afford to

make the concessions which the colonies and correspondents in this country desired. *It was only when competition had become almost a certainty that the Company whose subsidies had amounted to over a million sterling offered concessions they had never contemplated before* in order to avert that competition. (Hear, hear). He had been asked whether in agreeing to help to make this cable they had taken the precautions they would take if they were dealing with a subsidised Company as to Government messages and British employees. Of course, British employees would be employed by the Pacific Cable Board. Not being in the position of men running a purely commercial business, the representatives of the British Colonies and of the British Government did not require to be tied down in the same way as a commercial company would. In the same way too as regarded Government messages it would probably be convenient that they should go at half rates as they did under most of their cable agreements. But that matter was of much less consequence when the cable was owned by them ; for the profits, instead of going to somebody else, as they did when they were dealing with a commercial Company, would come back to them. It did not matter so much therefore whether they paid the full rates or half rates on Government messages. He had also been asked what payments had already been made. Roughly they amounted to £290,000, due to the contractors, in accordance with the condition named in the contract. This was the first time their great self-governing colonies had approached this country with a proposal for combined action in a great commercial undertaking. They had done it in the hope of promoting inter-British trade, of increasing inter-British intercourse, and he thought they would have ill responded to the feeling which animated their countrymen if they had not met their advances in a friendly spirit. (Cheers). His Majesty's Goverment would be loth at any time to refuse altogether to consider proposals of such a nature seriously put forward by the great Colonial Governments. They held that this country had an interest, if not as great as that of the Colonies, at any rate, a great interest, in promoting these trade communications and increasing these cable facili-

ties. (Hear, hear). They held that the construction of this cable would be of material advantage to them in time of war and they asked the House to ratify the agreement they had made and to carry out the undertaking which had already been ratified by every Colonial Government concerned—an undertaking which would form, he hoped, a lasting and successful movement to the co-operation between the colonies and mother country. (Cheers). He looked upon it as one of the most fruitful and hopeful schemes that had come before them in recent times, and he warmly recommended it to the House. (Cheers).

SECRETARY OF STATE DETERMINED TO PROCURE REDUCTION OF RATES.

Times, 6th December, 1901. Report of Complimentary dinner given by Eastern Telegraph Company and Associated Telegraph Companies to Sir J. Denison-Pender.

The Earl of Hardwicke, in acknowledging the toast of "The Visitors," said that the Indian rate of 4s. was a great grievance to all concerned, but negotiations were pending which he hoped might result in the foreign Governments concerned consenting to a reduction in the rate. Whether that were so or not, he was glad of the opportunity to state that it was the fixed determination of the Secretary of State for India and of the Government of India to leave no stone unturned to secure the reduction desired.

STATE AID TO COMMUNICATIONS.

PRINCIPLE RECOGNISED BY CHANCELLOR OF EXCHEQUER IN PARLIAMEMT.

Times' PARLIAMENTARY REPORT, MAY 11th, 1901.

LOSS ON THE TELEGRAPH SYSTEM.

MR. HENNIKER HEATON asked the Chancellor of the Exchequer whether he was aware that the loss on the Telegraph service amounted during last year to £587,452, or excluding £130,000 received as Royalty from the National Telephone Company, the

loss exceeded £700,000, although the total receipts were under Four Million sterling (Parliamentary Paper No. 34, 1901) and that since the telegraphs were taken over by the Government the total loss to the country has exceeded £8,300,000, whether in view of these facts he was prepared to lease the Telegraphs to a private Company or take any other steps to meet the difficulty ; and had he any official information showing the cause of the increasing loss now approaching three-quarters of a million per annum on the working of the telegraph system of the country.

THE CHANCELLOR OF THE EXCHEQUER (Sir M. Hicks Beach.—The figures mentioned by the Hon. Member appear to be approximately correct. The sum of £587,452 is made up of two items—namely £288,502, the excess of expenditure over receipts, and £298,860, the interest on the capital raised for the purposes of the Telegraph Acts. I think the reason for this loss is that the public and their representatives in this House have preferred to get a return on the capital in the form of facilities for telegraphic communication rather than in the form of revenue, and that the best way to check the increasing deficiency in the telegraph account would be to discourage, at any rate to some extent, demands for expensive concessions which do not produce any corresponding increase of revenue.

STATE-OWNED CABLES.

PRINCIPLE AFFIRMED BY THE VICEROY.

INDIAN BUDGET DISCUSSION, SEE *Times of India*, MARCH 20th 1901.

THE VICEROY :—Two years ago in reply to the Hon. Sir Allan Arthur, I promised to take up the question of a reduction in the present high rate of telegraphic charges between India and Europe, which I described as inimical to trade and intercourse, and as obsolete and anomalous in itself. He has reverted to the subject in tones of anguish this afternoon. I had hoped long before now to be able to announce the successful termination of

the negotiations which we undertook in prompt redemption of my pledge, and the view was that no reform would be worth having that did not provide for reductions of at least 50 per cent in the present charges. Our negotiations were so far successful that we did persuade the companies to agree to an immediate reduction to 2*s.* 6*d.* a word, with the prospective reduction to 2*s.* a word as soon as increase in traffic justified it, and in order to secure this end we undertook to give a very liberal guarantee from Indian funds. So far all went well, but since then the matter has been hung up owing to clauses in telegraphic conventions which require the assent, to any change of rate, of certain Foreign Powers through whose territories wires are laid. This situation is engaging the earnest attention of His Majesty's Government. It is to my mind an intolerable position that telegraphic communications between England and India, and the rates at which it is conducted, should be at the mercy of other parties, and I think that the way out of the difficulty will be to make great Britain the mistress of her own principal lines of connection. I shall hope to see the reduction, of which I have spoken, realized in my time, but I may add the expression of my private opinion that the matter will not be satisfactorily or finally settled, and that there will not be a maximum development of traffic between the two countries, until the rate has been reduced to 1*s.* per word. That change will not come yet awhile, and we shall probably only reach it by gradual stages, but it will assuredly one day come, and I commend it to reformers of the future.

On the 20th June, 1901, the Ottawa Board of Trade addressed to this Chamber and other Public Bodies throughout the Empire an energetic letter contending for the immediate nationalization of all telegraphic communications, and urging that those bodies should forthwith take concerted action to procure that reform. This letter was accompanied by a pamphlet containing reprints of a paper on the subject of *the Post Office Reforms of the Victorian Era and the development of an Imperial Cable Service* read by Sir Sandford Fleming before the Royal Society of

Canada, as also reprints of letters addressed by the same gentleman to the Colonial Secretary, the Governer-General of Australia, the Postmaster-General of Canada and the President of the British Empire League in Canada. These letters all advocated the establishment of an All-British Imperial Telepraph system, and there was appended a copy of a resolution favourable to that project which was adopted by the British Empire League in Canada on the 13th February 1901.

These papers and the invitation conveyed by them were carefully considered by the Committee, but the members did not feel that so clear a case had been made out as would justify them in committing the Chamber to the policy proposed to them.

It may be mentioned that towards the end of 1901 Signor Marconi, the inventor of the apparatus for so-called wireless telegraphy, succeeded in transmitting a signal from Europe to Newfoundland ; and at the time of preparing this report there exists in many quarters a feeling that until the possibilities of Marconi's system are ascertained it would not be expedient that large expenditure should be undertaken in the establishment of Imperial cables. (See Chairman's speech at General Meeting of Eastern Telegragh Coy., Ltd., in *Times* of 30th Jannary, 1902, p. 12.)

FOREIGN CODE VOCABULARY.

In the London *Times* of 12th January, 1901, the following information was published on the above subject :—The decision of the International Telegraph Conference of Paris, under which the use of the official vocabulary would have become obligatory for European code telegrams for January 1st 1898, was not maintained by the Conference held at Buda Pest in 1896. The 1894 edition of the vocabulary is out of print and is not to be reprinted. A new vocabulary is, however, being prepared, from which it will be seen that the words are not numbered, and that no attempt is made to discriminate between words which are similar

telegraphically or in other respects. The new vocabulary will, accordingly, not be suitable for use as a code, but will bear the character of a vocabulary pure and simple—*i.e.*, a standard collection of words from which codes may be compiled. In these circumstances the Post Master General thinks it right to point out that persons who may have purchased the 1894 edition as a selection of words sufficiently dissimilar to admit of all the words being used for code telegrams as they stand, will find the new edition unsuitable for this purpose ; in fact there will be confusion if words are taken from the new standard list without careful selection. The new vocabulary will contain 1,300,000 words and will consist of four volumes, the first two of which are now ready, while the remaining volumes will appear at intervals of a few months. The price is £3-4 for the set, payable in advance. The use of the new vacabulary will not be obligatory until after a date to be fixed by some future Conference, which will have an opportunity of considering the whole question before coming to a final decision. The next Conference will be held this year.

It may be mentioned that the above particulars were embodied in a letter addressed by the Controller, Central Telegraph Office, London, under date 4th January, 1901, to Messrs. Chubb and Son's Lock and Safe Company, (Limited) of 129, Queen Victoria Street, E. C. ; the firm in question heard that, in connection with the International Telegraph Union, a regulation might come into force under which it would be necessary to restrict all codes for foreign messages to words, of which an official list would be published. They therefore asked whether such a regulation was likely to come into force, and, if so, in about what period of time.

The following extracts are taken from the preface to the Second Edition of the Official Vocabulary to which reference is made in the letter from the Controller :—"The official Vocabulary has been created with the object of remedying certain abuses and inconveniences which in course of time arose in connection with telegrams in preconcerted language. Consequently the

vocabulary is destined to serve as a guide for the choice of words to be used in this class of telegraphic correspondence. In order to adapt it exclusively to this use, the administrations of the Telegraph Union have entrusted the International Bureaux with the elaboration of a Second Edition which differs from the first in this that it will be a mere list of words, absolutely free from those features which might give it the character of a code and permit it to be used as such. The words of the eight languages authorised for telegraphic corespondence in preconcerted language appear in this work in alphabetical order, without being numbered, and are inserted without regard to their orthographic resemblance or their telegraphic or phonetic similarity. The regulations of the international service, revised at Budapest in 1896, provide that, from a date to be fixed by a later Conference, all the words used in private telegrams worded in preconcerted language must be taken from the official Vocabulary."

Since writing the above, it has come to the knowledge of the Committee that an "Unofficial Reprint of the official Vocabulary for Telegrams in Preconcerted language" has been published in London by the Mercantile Publishing Syndicate, Limited, 30, Walbrook, E.C. In this work it is explained that the "Official Vocabulary" was published at Berne in 1894, and its excellence attracted many inquiries. Owing, however, to the protests of private compilers, the International Bureau declined to reprint it, hence the words "Unofficial Reprint" in the title. A supplement is included with the book, giving corrections and rectifications which the publishers have thought it desirable to introduce. The work is said to be a very exhaustive and useful vocabulary for the compilations of codes.

CURRENCY MATTERS.

The only important Currency matter in which the Committee felt themselves called upon to address Government was that of the practice of maintaining for telegraphic transfers a price which, being prohibitive, was unproductive and rendered inoperative the provisions in respect of such remittances.

It had been brought to the notice of the Committee that, for some time the transactions in telegraphic transfers had been infinitesimal, for the reason that the Secretary of State demanded for the accommodation a price out of relation to the ruling rates of exchange and interest. It appeared evident that with demand procurable at 1s. 3—15-16d., and with interest at 7 per cent. or less it could not pay any one to buy telegraphic transfers at a difference of 1/16, which was equivalent to over 9 per cent. The large treasury balances that had been recently shown seemed to preclude any supposition that the action of the Government in the matter was due to inability or reluctance to meet any such call on its resources as might attend a freer use of telegraphic transfers; so it was respectfully represented to Government under date 15th May, that if the market rates for money were taken more fully into consideration, effect would be given to the provisions in respect of telegraphic transfers and would at the same time gain a certain profit on sums at present stagnant in the treasuries.

This letter was forwarded by the local Government to the Government of India and by that Government to the Secretary of State. The reply of the Secretary of State was received through the local Government about the end of August. It explained that Bills on India were sold weekly, to an amount previously announced, in accordance with an advertisement dated 28th of March, 1883, in which it was stated that tenders for telegraphic transfers would be received "in addition to the notified amount of Bills." His Lordship went on to say that it was the usual practice not to sell, when tenders were open at 1 o'clock on any Wednesday, more bills and telegraphic transfers together than the total amount so notified. The main object was, however, to obtain the requisite funds by the sale of bills, and telegraphic transfers were only granted at such a price as was not likely to interfere with the demand for bills. If the former were allotted at a relatively low price it was probable that the result would be that tenders for telegraphic transfers would be made at the rate at which bills would otherwise have been sold, and that the price for the latter would be yet more depressed.

In illustration of this principle, his lordship pointed out that on the 15th of May, when the Chamber addressed Government, the Bank rate of discount in India was 7 per cent. Taking 15 days at Bombay or 17 at Calcutta as the fewest within which a bill could be presented from the date of its leaving London, the interest on 16 pence, at 7 per cent, expressed in 32nds of a penny, was 1,472 and 1,669 respectively. The effect of charging only 1/32d. above the bill price would therefore have been to supply the remitter with money at a rate considerably less than that at which he could have obtained accommodation from the Presidency Banks, and thus to place the Government in competition with them.

Referring to the date of the Viceroy's letter on the subject, his lordship further mentioned that on the 20th June the rate of discount fell to 5 per cent. at which the addition for interest, in 32nds of a penny, was only 1·052 or 1·192; and it was stated that since that date Government had been ready to add only 1/32d. for telegraphic transfers to the price at which Bills had been sold, but that no offers had been received.—(*Appendix* **AA.**)

LAND REVENUE PAYABLE IN CURRENCY NOTES.

The only other Currency matter that called for action on the part of the Committee was brought before them by the enquiry of a member who believed that Currency Notes were not received or accepted in payment of Land Taxes at up-country Treasuries. It was evident that such rejection of Currency Notes, if practised, would have the most serious effect on the circulation of paper currency in which the Government of India had by their Circuluar of October 26th, 1900, shown an earnest interest. On the 7th February, the Committee accordingly addressed the Government of India in the matter, with particular reference to the Berar Assigned Districts. On the 29th April, no reply having been received, a reminder was despatched; and the Committee were glad to learn from a letter No. 2270-A, dated 29th April, 1901, that "Currency Notes of any Circle are accepted at Government Treasuries, including those of the Hyderabad Assigned Districts, in payment of land revenue and other Government dues."

During the year the Committee was favoured with a copy of a very interesting pamphlet on Banking in India by the eminent economist, Mr. Henry Dunning Macleod, and also with a copy of an energetic remonstrance addressed by the Bombay Native Stock Brokers' Association to the Secretary to the Government of India in the Finance Department, on the subject of the locking up of currency during the busy season.

AGRICULTURAL BANKS.

The Report of the Committee appointed by the Government of India to consider the question of the establishment of agricultural banks in India was published in November, 1901. It is not possible to reprint it here or even to recapitulate its recommendations; but Members desiring to examine it will find it in extenso in the issue of the Times of India for November 23rd, 1901.

In this connection it is desirable to refer to the provisions of the Bombay Land Revenue Code Amendment Act, 1901, which will be found in the *Bombay Government Gazette* dated 5th October, 1901.

Read also Lord Cromer's notes on the system instituted in Egypt, which will be found in *Appendix* **B.B**

PROPOSAL TO INVEST THE BOMBAY MUNICIPAL CORPORATION WITH POWER TO RAISE TEMPORARY LOANS BY THE ISSUE OF FROM THREE TO TWELVE MONTHS BILLS.

A suggestion was made to the Government of India during the year that the Bombay Muuicipal Corporation should be invested with power to raise temporary loans by the issue of bills having a currency from three to twelve months. It was pointed out that this method of borrowing money for short periods without increasing the permanent debt was frequently resorted to by the British Government, and Treasury Bills and India Bills were freely taken up in the London market. The London County Council also was empowered to raise money by means

of bills for any purposes for which it was authorized to raise money by the creation and issue of stock. The Government of India were inclined to think that the larger municipalities in India, or at least the municipalities in the Presidency towns, might, with advantage, be invested with powers of temporary borrowing similar to those enjoyed by the London County Council, but it seemed doubtful whether bills issued by Indian municipalities would be likely to find favour with the market in this country. The proposal could not be given effect to without alteration of the existing law, and before undertaking legislation His Excellency in Council desired to be assured that such legislation would prove of practical advantage.

In addressing the Chamber on the subject, under date 17th December, 1901, the Government of India enquired whether, in the opinion of the Committee, bills offered by the larger municipalities with a currency of from three to twelve months would be likely to be freely accepted in the Indian market, and whether such bills, for which payment could be demanded on maturity, could be issued on terms more favourable to the municipality than regular stock created and issued for a longer term.

The Committee consulted the representatives of the Exchange Banks in Bombay, and on 3rd February 1902 informed the Government of India that, in their opinion, the contemplated extension of the borrowing powers of Municipalities in India would not, on the whole, be beneficial. The Committee were of opinion that during the slack season, which lasted about one-third of the year, Bills issued by a first-class Municipality and whose currency did not extend beyond that season, would be taken to a moderate extent at a lower rate than stock issued for a term of years. At any other season of the year the Committee considered such short bills would be taken only at rates greatly in excess of those under the present system, while it was extremely unlikely that a Municipality could place twelve month Bills of the nature described at rates even as low as 4 per cent.—(*Appendix* CC.)

RETURNS OF RAINFALL.

These returns, showing the weekly rainfall at the stations on the lines, have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

RAINFALL OF THE CALENDAR YEAR 1901.

The following Table, in which the year is divided into the Meteorological season observed by the Meteorological Department, is compiled from the reports issued by that office in order to present in condensed form a definite record of the weather of the past year.

	Stations.	From 1st Nov. to 31st May 1901.			From 1st June to 31st Oct. 1901.			From 1st Nov. 1901 to 1st Jan. 1902.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Punjab and N. W. Provinces.	Lahore	5·56	4·86	+0·70	13·34	17·51	−4·17	0·00	0·48	−0·48
	Sirsa	1·67	3·02	−1·35	3·96	12·72	−8·76	0·22	0·35	−0·13
	Delhi	4·09	3·80	+0·29	17·98	26·23	−8·25	0·08	0·66	−0·58
	Agra	3·68	2·04	+1·64	13·81	27·09	−13·28	0·20	0·42	−0·22
	Cawnpore	4·39	2·41	+1·98	26·17	29·39	−3·22	0·00	0·66	−0·66
	Allahabad	6·05	2·43	+3·62	29·73	36·99	−7·26	0·00	0·50	−0·50
	Jhansi	5·52	2·14	+3·38	39·48	37·49	+1·99	0·08	0·39	−0·31
Sind & Rajputana.	Jacobabad	3·60	1·35	+2·25	0·58	2·73	−2·15	0·00	0·20	−0·20
	Karachi	1·18	1·84	−0·66	0·49	6·08	−5·59	0·00	0·21	−0·21
	Jeypore	3·35	2·15	+1·20	12·80	26·63	−13·83	0·00	0·40	−0·40
	Ajmere	3·22	2·14	+1·08	11·46	20·04	−8·58	0·04	0·48	−0·44
Gujarat and Central India.	Deesa	0·24	0·80	+0·04	6·95	25·93	−18·98	0·07	0·24	−0·17
	Ahmedabad	0·50	0·82	−0·32	18·63	37·17	−18·54	0·00	0·46	−0·46
	Bhuj	0·22	0·66	−0·44	4·99	13·89	−8·90	0·11	0·19	−0·08
	Jamnagar	0.23	1·15	−0·32	3·62	22·57	−18·95	0·16	0·91	−0·75
	Dwarka	0·15			3·34			0·01		
	Rajkot	0·35	0·81	−0·46	13·42	27·87	−14·45	0·01	0·37	−0·36
	Bhavnagar Para	0·22	1·01	−0·79	15·93	21·58	−5·65	0·00	0·53	−0·56
	Veraval	0·04	1·00	−0·96	2·68	20·04	−17·36	0·00	0·68	−0·68
	Neemuch	1·11	1·71	−0·60	13·81	30·55	−16·74	0·00	0·48	−0·48
	Indore	1·79	1·85	−0·06	21·30	33·06	−11·76	0·00	0·56	−0·56
Berar and Central Provinces.	Saugor	5·06	3·26	+1·80	45·79	45·67	+0·12	0·00	1·06	−1·06
	Jubulpore	5·22	3·51	+1·71	52·86	56·86	−4·00	0·00	0·84	−0·84
	Hoshangabad	?	2·84	...	42·64	53·74	−11·10	0·00	0·99	−0·99
	Khandwa	1·71	1·99	−0·28	15·36	31·30	−15·94	0·00	0·67	−0·67
	Raipur	7·65	3·72	+3·93		48·70	−15·94	0·00	0·71	−0·71
	Nagpur	6·04	4·11	+1·93	31·26	46·80	−15·54	0·00	1·31	−1·31
	Amraoti	3·64	3·33	+0·31	25·39	34·08	−8·69	0·00	1·18	−1·18
	Akola	2·75	3·45	−0·70	23·94	34·44	−10·50	0·00	1·33	−1·33
Bombay.	Surat	1·73	0·44	+1·29	16·72	45·89	−29·17	0·00	0·17	−0·17
	Malegaon	1·90	2·30	−0·40	15·18	23·30	−8·22	0·00	0·77	−0·77
	Bombay	0·79	1·87	−1·08	74·53	72·35	+2·18	0·00	0·56	−0·56
	Poona	4·46	3·91	+0·55	24·16	24·83	−0·67	0·00	1·26	−1·26
	Ahmednagar	3·31	3.10	+0·21	13·61	20·48	−6·87	0·01	1·10	−1·09
	Aurangabad	1·80			30·66			0·00		
	Sholapur	4·15	3·93	+0·22	20·80	28·95	−8·15	0·03	1·62	−1·59
	Ratnagiri	2·86	2·76	+0·10	75·33	108·90	−33·57	1·15	0·48	−0·67
	Bijapur	...	...	...	..	..	..	0·99	1·28	−0·29
	Belgaum	10·47	7·00	+3·47	47·16	42·72	+4·44	0·66	1·88	−1·22
	Goa	5·44	4·03	+1·41	91·80	87·75	+4·87	0·35	1·16	−0·81
	Karwar	2·34	7·08	−4·74	130·54	121·09	+8·45	0·19	2·16	−1·97
Malabar Coast and Mysore.	Mangalore	8·76	12·53	−3·77	95·14	110·21	−15·07	11·08	3·10	+7·98
	Calicut	16·93	18·41	−1·48	92·70	94·72	−2·02	12·80	5·70	+7·10
	Cochin	23·09	29·91	−6·82	70·50	80·62	−16·12	14·01	7·96	+6·05
	Bangalore	10·68	10·13	+0·55	24·80	25·71	−0·91	2·38	3·82	−1·44
Madras.	Secund'bad	6·87	4·73	+2·14	27·62	28·99	−1·37	0·56	2·03	−1·47
	Masulip'am	9·96	10·24	−0·28	24·59	33·31	−8·71	3·65	7·08	−3·43
	Bellary	5·37	4·94	+0·43	12·50	14·78	−2·28	3·22	2·09	+1·13
	Cuddapah	5·60	8·03	−2·43	15·72	26·20	−10·48	7·34	5·20	+2·14
	Madras	8·67	22·75	−14·08	27·13	26·43	+0·90	29·59	20·16	+9·43
	Coimbatore	8·72	10·33	−1·61	13·07	10·92	+2·15	8·50	4·53	+3·97
	Trichinopoly	11·52	14·20	−2·68	19·26	18·49	+0·77	9·41	7·90	+1·51
	Negapatam	40.78	33·18	+7·60	9·39	21·48	−12·09	25·29	28·91	−3·62
Ceylon	Colombo	48·33	54·26	−5·93	18·72	35·77	−17·05	21·17	20·04	+1·13
Aden	Aden	0·50	3·34	−2·84	1·35	0·45	+0·90	0·35	0·63	−0·28

WHEAT.

Total acreage and out-turn in each Official Year from 1884-85 to 1900-01.

Year.	Acres.	Out-turn.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26.735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6 876,000
1891-92	24,482,000	5,535,000
1892-93	26,429,000	7,193,000
1893-94	24,370,000	6,239,000
1894-95	25,994,000	6,279,000
1895-96	23,242,000	5,511,000
1896-97	19,024,200	4,892,800
1897-98	22,771,200	6,655,300
1898-99	23,923,000	6,339,600
1899-1900	17,182,500	4,869,700
1900-1901	21,941,800	6,582,600

It is customary to show in this Report the total Indian acreage under wheat and the total yield of wheat for the whole country. In years when the rainfall is well distributed and the conditions normal, this record is sufficient; but in periods of exceptional misfortune, such as has fallen to the lot of this province during a series of years, a total general table presents figures having no practical relation with the conditions that more immediately affected the trade of this port. For instance, whereas the estimated total acreage for the past year is 27·7 per cent. greater than that of preceding year and only 8·3 les than the ten years' average, Bombay's acreage improved by

only 4·8 per cent. on last year and was still 47·1 per cent. below the ten years' average. The total estimated yield, again, is found to have improved by no less than 35·2 per cent. on the preceding year and 8·6 on the ten years' average, while Bombay's increase of 170 per cent. on last year's figure is due simply to the extreme tenuity of the latter, seeing that this Province still is 54·7 per cent. short of the ten years' average.

Moreover, as it has been our misfortune to point out in two successive Reports, the occurrence of famine in 1896-97 vitiates any calculations based on the average of the last ten or the last five years; and this condition holds doubly good in view of the disastrous harvest of 1899-1900. To get a normal basis for comparison, we must go back to the average for the five years anterior to the famines, which will be found on page 135 of this Chamber's Report for the year 1897. As compared with the figures there shown, those for all India in the past year are found to be some 17·9 per cent. below the normal in respect of acreage, and about 5 per cent. below the average in respect of yield. On the other hand, the wheat acreage of Bombay has declined 50·2 per cent. from the normal, while the yield appears to have declined 57·3 per cent.

It is interesting to note that whereas in the normal period cited the average yield per acre throughout India was ·259 tons of wheat, and Bombay's average for the same period was ·259 likewise, in the last year the All-India average was ·3 tons per acre and that of Bombay ·221.

It is well, however to examine the figures relating to those provinces from which the port of Bombay draws its supplies—e.g. Bombay, Central Provinces, Berar, Rajputana, Central India, Sind and Hyderabad. For this reason the form of table hitherto adopted is this year modified to show the totals of

for those provinces, and a column is added showing the averages for the fine years anterior to the period of famines.

The average acreage under wheat in the said Provinces was, in normal years, 13,122,458 acres, and their normal average yield 2,747,452 tons. In the past year, these Provinces are supposed to have had only 6,273,928 acres under wheat and to have produced only 1,147,818 tons, the decline from the normal being therefore 52·19 per cent. in respect of acreage and 58·22 per cent. in respect of outturn.

On the other hand, it will be seen that the Punjab, which in normal years used to have about 7,347,320 acres under wheat, producing about 2,147,861 tons, had in the past year as much as 8,766,400 acres, with a yield of some 2,940,602 tons : an increase of 19·31 per cent. in respect of acreage and 36·9 in respect of outturn. The increases as compared with the figures for the preceding year alone amount to 37·6 per cent and 61·2 per cent. respectively.

The N.-W. Provinces and Oudh, again, which showed so large an advance in the previous year, further increased their wheat acreage. by 10·43 per cent. and their yield by 1·85 per cent. As compared with the results of the normal years cited, the figures of the year under report are 10·3 per cent. better in respect of acreage and 27·7 per cent. better in respect of yield. Here however we must bear in mind that improved methods of record are often responsible for such discrepant statistics as these.

Bengal, which showed advances of 3·47 per cent. on the previous year in respect of acreage and a decrease of 11·47 in respect of yield, shows, as compared with the normal years an advance of 9·6 per cent. in respect of acreage and one of only 7 per cent. in respect of yield.

WHE

(Share of each Province of Acreage and

Provinces.	Area.			
	Average of 5 years previous to 1896-97.	Average of previous 5 years.	Of current year's crop 1900-1901.	Of previous year's crop 1899-1900.
	Acres.	Acres.	Acres.	Acres.
Bombay	2,435,654	2,176,015	1 212,598	1,157,077
Central Provinces...	3,884,225	2,550,418	2,018,290	1,633,070
Berar	901,515	572,326	243,554	17,910
Rajputana	1,511,571	1,310,680	713,290	360,733
Central India*	2,384,831	1,047,934	864,782	515,600
Sind	552,683	471,378	473 251	334,522
Hyderabad	1,451,979	1,245,760	748,163	419,633
Total, Provinces supplying Bombay	13,122,458	9,374,511	6,273,928	4,468,545
Punjab	7,347,320	7,433,740	8,766 400	6,366,500
North Western Provinces and Oudh...	4,798,835	4,330,584	5,294,850	4,794,451
Bengal.....	1,464,000	1,466,800	1,604,100	1,550,300
Mysore.....	3,271	4,451	2,556	2,758
Total...	26,735,884	22,610,083	21,941,834	17,182,554

* Exclusive of Gwalior

AT.

Outturn for 1899-1900 *and* 1900-1901.)

OUTTURN.			
Average of 5 years previous to 1896-97.	Average of previous 5 years'.	Of current year's crop 1900-1901.	Of previous year's crop 1899-1900.
Tons.	Tons.	Tons.	Tons.
628,743	570,622	268,451	99,408
672,219	437,945	432,440	201,803
85,819	38,109	5,093	251
372,968	309,235	170,682	79,289
709,573	156,854	139,910	71,821
179,395	132,369	116,409	68,226
98,735	51,741	14,833	1,979
2,747,452	1,696,875	1,147,818	522,777
2,147,861	2,047,394	2,940,602	1,823,182
1,556,418	1,484,025	1,987,000	1,950,814
473,800	493,600	507,000	572,700
299	381	197	254
6,925,830	5,722,275	6,582,617	4,869,727

and Dewar (Senior Breach.)

The following table, recording the exports of wheat from the various Indian ports to Europe, gives evidence of the predominance of the Punjab in the crop of the year.

(Exports of wheat from India to Europe in thousands of tons.)

From	1901	1900	1899	1898	1897	1896	1895	1894	1893	Average 1890 to 1899.
Bombay	2	...	143	289	...	71	126	78	252	236
Karachi	258	...	324	442	49	51	356	306	238	288
Calcutta	1	...	128	165	...	4	50	13	54	88
Total. ...	261	...	595	896	49	126	532	397	544	612

Here as in the foregoing paragraphs it is necessary to go back to the Report for 1897 to get a fairly average basis for comparison The average annual Exports there shown for the three chief Ports during the years 1886 to 1895 are as follows:—

Bombay	...	373,000 tons.
Karachi	...	272,000* „
Calcutta	...	137,000* „
Total.	...	782,000 tons.

But various new factors have since that time modified the conditions of the wheat trade in the various ports, and it is well to abstain from analysis of the figures.

The following quantities of wheat were imported into India from Foreign Countries during the official year 1900-1901 :—

Bengal	...	9,956 tons.
Bombay	...	16,601 „
Sind	...	1,410 „
Total	...	27,967 tons.

* In the Report for 1897 these figures were reversed in printing.

The course of retail prices of wheat is given as follows by the Director-General of Statistics. The record is valuable and, in view of the closing of the mints to silver, may be watched with especial interest as soon as normal crop conditions are re-established.

		Seers to the Rupee.			
		Panjab.	N.-W. P. and Oudh.	Central Provinces.	Bombay.
March	1894	23·88	16·19	18·06	13·12
„	1895	21·62	15·19	14·56	14·56
„	1896	14·25	12·25	13·88	13·37
„	1897	8·25	8·88	9·	7·75
„	1898	14·37	12·94	11·19	9·56
„	1899	17·5	17·19	15 0	12·94
„	1900	11·81	12·31	9·44	7·62
„	1901	11·25	10·5	8·87	8·19
April	....	13·31	12·5	11·5	8·94

The following passage from the *Review of the Trade of India* for 1900-1901 by the Director General of Statistics may well be recorded here for future reference :—"The trade in wheat may be dismissed with the statement that it practically ceased to exist, the whole exports being only 2,500 tons. The vicissitudes of this trade have been painfully and frequently illustrated in the recent lustrum of distress. An export of 10 million cwt. in 1895-96 was followed by a reduction in the following year to less than 2 millions, and that quantity was but little exceeded in 1897-98. In 1898-99, the exports increased to 19½ millions cwt, and then fell again to less than 9¾ millions, while last year was a complete collapse." The prospects of the wheat crop of the season 1901-02 are succinctly and authoritatively stated by the Director General of Statistics in the First General Memorandum, from which the following may be quoted :—

"The excellent harvest of last spring will not be equalled, the conditions which prevailed during the sowing season having been unfavourable for the repetition of such extensive sowings as were made last year. In Northern India there has been a great contraction in the area sown, as much as a million and a half of acres in the Panjab, most of it on unirrigated lands. The monsoon rains towards the end of the season were scanty, and

they ceased prematurely. In Central and Western India also the conditions at sowing time were unpropitious for the same reason, and they were followed by conditions adverse to germination, while a plague of rats and insects is now reported from many quarters. Rain is urgently needed everywhere now, and it has fallen within the last two days in some of the submontane districts of the Panjab and the North-Western Provinces. If this should prove to be the beginning of a period of normal and general rainfall the wheat crop will be better than the expectations warranted by present conditions.

"The reports from the provinces are summarised below:

In the Panjab the monsoon rains were not as copious as those of the preceding year and they ceased very early. No good rain fell in the plains of the Panjab in August, in September there were only very light showers, and there has been no rain at all since then. Having regard to these conditions and to the fact that the wheat crop last year was the largest on record, the estimate of the area sown is placed at only 81 per cent. of that finally reported last year. It amounts to about 6,215,000 acres, being a little over 1½ million acres less than last year, the bulk of the decline being in unirrigated land. The decrease is very heavy in the districts of Hissar, Gurgaon, Karnál, Ferozpur Montgomery, and Lahore which depend largely on rain, amounting in each case to 40 or 50 per cent. In Mianwali, Dera Ghazi Khan, and Muzaffargarh there has been a slight increase due to the favourable flow of the inundation canals. In Siálkot the area is about the same as last year, but elsewhere the area has decreased. The present condition of the crop is generally favourable on irrigated lands, but on unirrigated lands rain is very urgently required and every thing will depend on the rainfall of the next few weeks. Anything above an average crop can hardly be hoped for, but should the weather conditions take a favourable turn there should be about an average crop.

"In the North-Western Provinces and Oudh sufficient rain fell in July and August, but the fall in the next two months

was inadequate in the Meerut division and in parts of Agra and Rohilkhand. In these tracts there was not sufficient moisture when sowings had to be made, and these in most places were effected with the aid of irrigation. The area will consequently be below the normal. In the rest of the province there was sufficient moisture at sowing time, and it is anticipated that the area is equal to the average. The seed germinated well, and prospects are hopeful so far, but the issue is dependent on the winter rainfall which is now urgently required everywhere; meanwhile the crop is being irrigated where practicable.

"In the Central Provinces sowings were successfully made in all districts except in parts of Jubbulpore, Hoshangabad, and Raipur. The area sown is reported to be generally larger than last year, and is roughly estimated at two and a quarter million acres, which is only half the normal though 100,000 acres in excess of the area sown last year. The germination of the early sowings, however, was successful only in a few districts, the clear dry weather which followed the sowings having adversely affected germination while it encouraged insects which injured the seedlings: resowings were therefore necessary in parts, but in Betul and Saugor the wheat sown land was resown with gram. The late sowings have generally germinated fairly well, and prospects are good at present in the open tracts in the northern districts, and fairly good in Nagpur, Raipur, and Bilaspur, but are not satisfactory in Betul, Wardha, and Bhandara. Owing to the absence of both dew and rain the crop is suffering from lack of moisture, and rain is everywhere most urgently needed.

"From Bombay the information received is very imperfect and somewhat belated. It is stated that sowings were proceeding where irrigation was available and that the area, while it will probably exceed the low figure of the last two years, will be greatly below the average. For the whole Presidency, including Sind, the area now reported amounts to about 1,281,000 acres, of which 424,000 are in Sind. In Gujarat the area is 45 per cent. of the average and in the Panch Mahals practically no sowings have been made. The progress of sowing operations

was checked by the injury done by rats, such injury being also reported from other parts of the Presidency. The condition of the crop is poor in the North of the Gujarat districts, but somewhat better towards the south. The crop in Cutch, which is irrigated, is in good condition. In Kathiawar and the Southern States it is fair, but elsewhere withering. In the Deccan the area is half the average. The crop is fairly good in Khandesh, Nasik, and Satara, and in irrigated lands. Elsewhere the dry crop is suffering from absence of moisture. In the Karnátak the area is 36 per cent. below the average. Sowing rains were favourable except in parts of Bijápur where the crop is withering. Elsewhere the crop is in fair condition, but more rain is needed everywhere.

"In Sind the area is about the average. Sowings were in progress in Hyderabad and Upper Sind Frontier; but the area is unlikely to increase to any large extent owing to the early fall of the Indus. The crop is fair to good.

"In Berar the area is estimated at about 200,000 acres, which, though an advance of nearly 17 per cent. on last year's figure, is 40 per cent. below the average, a succession of bad seasons during which the rains failed having led to a large decrease in the area devoted to *rabi* cultivation. The season has been unusually clear and cold, and the crop has benefited by heavy dews. At present prospects are fairly satisfactory, and a yield of two-thirds of the normal is anticipated; but it is feared that rats will cause much damage when the grain commences to form."

DEFECTS IN THE CULTIVATION AND PACKING OF INDIAN COTTON.

(Read Chambers' exhaustive letter to Government in Report for 1840-41.)

Reference to the old records of the Bombay Chamber of Commerce shows that since the earliest days of the body the attention of the Committee has been periodically occupied with the existing defects in the systems of growing and packing Indian Cotton and the possibility of remedying those defects. But it is evident from the pronouncements of successive Committees on the subject that the business-men of the city have never expected much from any official effort to procure a modification in the system and conditions of cotton cultivation; and in regard to the mixing of various descriptions of cotton for packing, the feeling would appear to be that if buyers really desire unmixed cotton and make a point of it, it can always be had. This perennial subject was revived by a letter from the Bombay Government, dated 13th September 1901, in which was

enclosed an extract from a Memorandum of the Oldham Chamber of Commerce. In the said Memorandum it was stated that complaints are prevalent regarding the alleged inferiority of Indian Cotton in respect of quality, quantity and packing. It was assumed that the mixing of various descriptions of cotton is due to carelessness and injures both buyer and seller; and the Oldham Chamber concluded with a declaration that this ought to be remedied and with an expression of a very strong opinion that a better quality of Indian Cotton could be profitably grown and would compete successfully with the American varieties. The grounds for this opinion were unfortunately not stated. On the invitation of Government, the Committee again canvassed the question involved, and consulted the Cotton Trade Association as to any suggestions they might be able to make in the matter; but the results were negative, and in the end a letter was addressed to Government to the effect that the Committee could find no reason to depart from the opinion arrived at on the previous occasions when the question had been before them, namely that the evils complained of were not such as any practicable measures on the part of Government would be likely to remedy.—(*Appendix* **DD**.)

PROPOSED ESTABLISHMENT OF EXPERIMENTAL COTTON SEED MILLS.

In a despatch, dated 18th January 1901, H. M.'s Secretary of State for India called the attention of the Government of India to an article in the *Board of Trade Journal* of 20th December 1900, regarding Cotton Seed mills and the possibility of establishing such mills by private owners of ginning factories in the cotton districts in this country. The Bombay Government, in addressing the Chamber, on 12th April 1901, desired an expression of opinion on the subject.

The Committee consulted several members of the Chamber, who were or had been directly interested in the matter, and on 6th May 1901, they addressed Government conveying the result of their enquiries. The information placed before them showed that there were two peculiarities of Indian Cotton Seed which have hitherto prevented the successful extraction of oil from it. The first of these is the dryness of the seed and the relatively small percentage of oil it contains. In this connection the Committee pointed out that the *Board of Trade Journal*, in the article referred to, did not say whether the 13 per cent. oil extracted in the Texas mills was crude or refined oil, and it was therefore impossible to make any actual comparisons. Indian Cotton Seed, it was explained, would probably yield about 13 per cent. crude oil, but of this some 30 per cent. might be

lost in refining. The second difficulty in dealing with Indian Cotton Seed was that of removing all the lint or fluff from the seed in such a way as to make a fair yield of oil obtainable. It was not known whether there had been invented any machinery that would remove all lint profitably. But the Committee stated that if Government knew of any such machinery and were prepared to introduce it the Chamber would be glad to name a Company that was prepared to erect that machinery and work it experimentally on Government account at any of their up-countries' factories. The Committee had not heard further from Government at the time of compiling this report.—(*Appendix* **EE.**)

COTTON STATISTICS.

In response to a request from the Director of Land Records and Agriculture, Bombay, the Chamber furnished that official with statements showing the market prices of Broach Cotton in Bombay from 1872 to 1900, and the figures are now incorporated in the completed report for reference and guidance.—(*Appendix* **FF.**)

COTTON.

The receipts of Cotton for the past year were quite an average crop, but bulk large as compared with the figures of the previous year. Taking the figures from 1st July, 1900, to 30th June, 1901, they show as against those of previous years an increase of 908,000 bales or 91·90 per cent., while against the average of the previous ten years they show an increase of 36,000 bales or 1·93 per cent. Taking the calendar year, the percentages work out differently; the receipts for the year ending 31st December, 1901, show an increase of 1,177,000 bales or 133 per cent. as against the previous year's, while against the average of the past ten years they show an increase of 197,000 bales or 10·56 per cent.

In instituting comparisons with any previous crop it is advisable to take the figures by seasons and not by the calendar year. The year has been an extraordinary one in that while one crop—the Oomra-crop—was gigantic, all other crops were below the average and one or two were comparative failures. It was anticipated at the beginning of the year that receipts would amount to about 18 lakhs of bales, but in the composition of the total figures there have been some kaleidoscopic changes. Cold winds began to affect Broach and Dholleras and crop estimates, especially in the case of the latter, became seriously reduced. On the other hand rain fell in the Berars

and Central Provinces and added new vigour to a plant already flourishing on a soil that had lain almost fallow the previous year. The resultant crop was enormous, being about 2 lakhs more than the previous record year which again was 2½ lakhs more than the third largest year. Dholleras were a failure and Broach a small crop, as were Coomptas and Westerns, while Bengals were below the average and of indifferent quality.—With again reasonable supplies of cotton the imports of waste, etc., from Europe declined to a very small figure.

For purposes of comparison the arrivals of each growth are shown in the annexed statement in thousands of bales in each of the past four seasons and four calendar years and the average of the decades in the same periods.

(Receipts of Cotton into Bombay of each growth.)

(000's omitted.)

Growths.	Seasons, July 1st to June 30th.						Calendar Years.					
	1900-1901.	1899-1900.	98-99.	97-98.	Average 89-90 to 98-99.		1901.	1900.	1899.	1898.	Average 1890 to 1899.	
	Bales.	Bales.	Bales.	Bales.	Bales.		Bales.	Bales.	Bales.	Bales.	Bales.	
Khandeish	375	127	408	354	316		395	185	392	379	316	
Barsee & Nugger ...	171	52	126	92	117		194	52	130	93	117	
Berar	779	135	613	425	363		809	223	506	544	362	
Total Oomras ...	1,325	314	1,147	871	796		1,398	410	1,028	1,016	795	
Hingunghat	20	8	12	11	11		22	9	12	12	10	
Dholleras	63	63	319	304	380		82	28	312	319	382	
Broach	117	42	123	154	170		117	20	143	157	172	
Coompta & Dharwar.....	67	11[illegible]	124	71	138		70	74	154	88	140	
Westerns.....	12	28	30	14	25		7	28	17	29	25	
Bengal.....	244	340	265	262	283		314	243	372	251	284	
Sindh	12	28	7	27	36		29	19	16	16	36	
Persian	9	11	...	3	13		7	12	2	1	12	
Other Sorts	27	35	6	13	8		16	42	14	12	9	
Total.....	1,896	988	2,033	1,730	1,860		2,062	885	2,070	1,901	1,865	

The shipments to Europe in the past season amounted to 620,000 bales against 117,000 bales the previous year showing an increase of 503,000 bales. It must, however, be remembered that the previous year was one of famine, and that, as compared with the average of the five years, 1894-95 to 1898-99, (*i.e.* 5,86,000 bales) the increase was only one of 34,000 bales. This year the exports to Europe, so far, have fallen off, as prices have been maintained by steady buying on account of local mills and Japan mills, both of whom were much reduced in stock ; and those prices have been relatively high for Continental spinners. To China and Japan the figures for the calendar and and the seasonal year are at such variance that some explanation is necessary. The total for the season is 315,000 bales against 436,000 bales the previous year and that for the calender year is 566,000 against 177,000 bales in 1900. This enormous difference in the two periods is due to the fact that from 1st July 1900 till nearly the end of that year there were almost no shipments. In other words the first six months were almost a blank, while for the calendar year 1901, shipments have been proceeding steadily throughout. To Calcutta and coast ports the exports for the season show an increase of 17,000 bales but are still below the average. The aggregate shipments to foreign and coast ports showed a total of 960,000 bales against 561,000 bales or an increase of 71·12 per cent.

The consumption of the Bombay island mills as ascertained by the Millowners' Association amounted to 696,000 bales against 745,000 bales last year. This decrease was due to the extreme dullness of the yarn market in China, which induced a very extended short time and closing movement, so much so, that at the begining of the season mills were only working about 25 per cent. of normal and did not resume full working until within two months of the close of the season. The consumption

for the present season however will be large, as with rather more encouragement mills have been working full time from the beginning of the season. Weaving mills generally are understood to have been doing relatively better than spinning mills.

(Exports of Cotton and Mill consumption.)

(000's omitted.)

To	Seasons, July 1st to June 30th.					Calendar Years.					
	1900-1901.	1899-1900.	98-99	97-98.	Average 1889-90 to 1898-99.	1901.	1900.	1899.	1898.	Average 1890 to 1899.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Great Britain.....	58	4	16	13	81	44	19	14	14	76
Continent	562	113	562	411	731	516	213	486	476	721
Total Europe...	620	117	578	424	812	560	232	500	490	797
China & Japan ...	315	436	489	376	211	566	177	557	465	237
Calcutta & Coast..	25	8	31	33	43	18	16	14	36	42
Total Eastward...	340	444	520	409	254	584	193	571	501	279
Total Exports...	960	561	1,098	833	1,066	1,144	425	1,071	991	1,076
Mill Consumption.	696	745	951	817	771	*696	*745	*951	*817	*771
Grand Total...	1,656	1,306	2,049	1,650	1,837	1,840	1,170	2,022	1,808	1,847

* Years ending 30th June.

Summarising the foregoing tabular statement we find that the receipts of cotton in Bombay were distributed last season as follows, the quantity carried forward being about the same.

DISTRIBUTION OF RECEIPTS.

Exported to Great Britain	3·50	per cent.
,, ,, Continent	33·93	,,
,, ,, Japan and China	19·00	,,
,, ,, Calcutta and Coast	1·57	,,
Total Exports	58·00	,,
Consumed by Local Mills.....	42·00	,,
	100·00	,,

The following figures show the clearance from Bombay to each European port in the last two years. Compared with the preceding 12 months the total shipments show an increase of 141·12 per cent.

(Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1900 and 1901.)

To	1901.			1900.			Increase or Decrease.	Percentage.
	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months.	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ...	39,013	882	39,895	4,194	9,169	13,363	+26,532	198·54
London ...	4,061	120	4,181	.....	6,096	6,096	—1915	31·41
Hull ...	.....	200	200	.....	.....	.....	+200	.....
Marseilles ...	3,458	850	4,308	 50	360	410	+3,898	950·73
Havre ...	21,737	1,227	22,964	4,011	9,237	13,248	+9,636	72·68
Dunkirk ...	42,331	5,475	47,806	3,383	6,372	9,755	+37,851	380·22
Antwerp ...	79,664	7 388	87,052	13,534	28,152	42,086	+41,966	106·24
Ghent ...	980	600	640	330	870	1,490	—540	36·24
Bremen ...	7,137	1,476	8,663	14,502	545	875	+7,783	890·05
Hamburg ...	77,885	17,684	95,569	.....	21,705	36,407	+59,162	162·50
Barcelona ...	13,081	4,350	17,430	400	6,222	6,622	+10,808	163·21
Genoa ...	57,690	21,542	79,232	19,050	17,130	36,180	+43,052	118·99
Naples ...	5,300	1,450	6,750	2,591	1,542	4,133	+2,617	63·31
Venice ...	24,934	9,270	34,184	6,675	5,510	12,185	+21,999	180·54
Leghorn ...	1,200	100	1,300	.....	200	200	+1,100	550·00
Catania ...	400	760	1,160	.....	750	750	+410	54·66
Trieste ...	75,375	15,855	91,220	11,342	34,397	45,739	+45,481	99·43
Fiume ...	5,656	550	6,206	1,430	1,206	2,636	+3,570	135·43
Odessa ...	9,514	.....	9,514	.....	.....	.....	+9,514	.....
Gothenburg ...	1,750	100	1,85	.....	.....	..	+1,850	.....
Total...	471,165	89,269	560,434	83,112	119,313	232,425	Net Increase +328,009	+141·12

The subjoined table gives the receipts of the earlier growths as from November 1st up to the end of the past year :—

Receipts of Cotton at Bombay in November and December of the annexed years and the total for the first six months of each season since 1893.

(*In thousands of Bales.*)

Growths.	1901	1900	1899	1898	1897	1896	1895	1894	1893
Khandeish	67	67	42	65	44	63	115	34	53
Berar	148	142	49	163	43	72	141	33	53
Total Oomras...	215	209	91	228	87	135	256	67	106
Hinganghat	4	3	2	3	1	3	2	...	1
Bengal	106	58	128	40	29	88	129	20	56
Total New Crop...	325	270	221	271	117	226	387	87	163
Old crop growths from 1st July to 31st December	196	86	238	152	135	175	216	141	170
Total Old and New Crop for 6 months	521	356	459	423	252	401	603	228	333

RED SEA LIGHTS.

(*See Chamber's Reports*, 1889, *etc.*)

As members are aware, the Chamber has been in correspondence with Government on this subject for many years, and they are now pleased to say that the Turkish Government and the Light-house Administration have at all events come to an understanding about the erection of four of the much needed light-houses in the Red Sea. In a communication addressed to the Chamber on 20th February, 1901, the Bombay Government stated that according to an announcement in the "Levant Herald" of 19th December 1900, the construction of these lights was to have commenced in January 1900, the work being undertaken by the *Administration des Phares.* The latest information, however, indicates continued inactivity on

the part of Turkey; and this inactivity has been made the occasion for further representations from certain quarters, in which, however, your Committee has not thought it necessary to join, being assured that the delay arises from no negligence on the part of the British Government. In the early part of January, and while this Report was in preparation, the Committee learned through the newspapers that the Bengal Chamber had received from the Government of India an intimation that the beginning of September, 1901, was the time fixed by the Turkish Government for commencing the work of constructing four new light-houses in the Red Sea.—(*Appendix* GG.)

Telegram in Times of India of 12th Feb. 1902.

LIGHTING OF THE RED SEA.

Intimation has reached the Government of Bengal from the India Office to the effect that the steamer Afrique, chartered by the Ottoman Government for the conveyance of the material required for the construction of 4 new light-houses in the Red Sea, has reached the Zebeyr Island, some time ago, and disembarked part of the material for the light-house on that Island. The steamer was then to proceed to Abu Ail, to discharge such part of the cargo as was required for the light-house on the latter Island.

PERIM LIGHTS.

In a letter dated 8th November 1901 the Bombay Government informed the Committee that, since it was intended to replace the light on Kennery Island with one of greater power, it had been proposed to re-erect the said discarded light at Balfe Point, Perim. The opinion of the Committee as to the expediency of this arrangement was invited. Government alluded to a contention advanced in certain quarters to the effect that what Perim needed was not the improvement of the Obstruction Point Light but its entire removal, a good light being provided in its place at Balfe Point on the Western side of the Island, where there is at present a weak light maintained by the Perim Coal Company in connection with their harbour. It had been

further represented that by the establishment of a good light at Balfe Point vessels would cease to use the narrow Eastward Strait, and that it would be very much better were that Strait closed to navigation at night, as would result from the removal of the Obstruction Point Light.

The matter being of considerable importance to shipowners, the Committee considered it necessary to consult members of the Chamber and others having expert knowledge of the issues; and in accordance with the information obtained, the Committee addressed Government, on 5th December 1901, expressing approval of the proposed change, so far as it related to the establishment of the Kennery Light at Balfe Point. The Committee considered that the said light would serve the purpose of the light required at Balfe Point; but they submitted that it would be most inexpedient to remove the light on Obstruction Point or to close the lesser Strait, which the Chamber understood was preferred by many of the vessels most frequently passing Perim.

Some six weeks after writing the said letter, the Committee was disappointed to learn by a letter from Government, No. 28G, dated 20th January, 1902, that owing to the refusal of the Board of Trade to bear any part of the cost of the changes proposed, it had been found necessary to abandon for a time all projects for the improvement of the Perim Lights.

This letter was circulated to the Shipping Agents in Bombay; and at the time of printing this Report a further representation was contemplated.—(*Appendix* **HH.**)

ADDITIONAL LIGHT-HOUSES ON THE COASTS OF THE MADRAS PRESIDENCY.

On the 30th November 1900, the Chamber was addressed by the Government of India in the Finance and Commerce Department, with reference to a scheme for the construction and maintenance of additional light-houses on the coasts of the Madras Presidency. The reference was accompanied by a

communication from the Madras Government to the Government of India, together with a copy of a draft Bill which provided for the levy of a coast light due on vessels deriving benefit from the lights.

The Chamber having been asked to furnish Government with an expression of their views on the subject, the Committee in the first place consulted the leading shipping authorities in Bombay, and thereafter appointed a Special Committee to consider the whole proposals in the light of the opinions so elicited. The Special Committee submitted its report on 17th January, 1901, and in accordance with its recommendations, the Chamber addressed Government on 22nd January, 1901. The Committee stated that, while additional lights if constructed and maintained without additional charge upon shipping, would necessarily afford some convenience, there was no evidence before them to show that such additional lights were in any sense necessary. The Chamber therefore strongly deprecated the construction of lights under conditions entailing a superfluous tax upon the vessels using the Port of Madras already so heavily burdened with charges; and added that while desirous of maintaining a general objection to the proposed measure, they would in particular object to the contemplated taxation of vessels sailing from Aden to Colombo direct.—(*Appendix* II.)

PERSIAN TRADE—SEISTAN ROUTE.

(*Reference*: *Report for* 1900, *p.* 129).

It will be in the recollection of Members that in the latter months of 1900 the Chamber received from H. B. M. Consul in Seistan an interesting communication about the efforts that were being made to establish and develop trade between India and Persia by way of the new Quetta-Seistan route. It will also be remembered that in response to the invitation of that energetic official a number of samples of various goods were got together and sent to him with full information as to price, etc.

From a letter received in the beginning of May 1901, it appeared that the boxes of samples, though sent off in November, did not reach their destination till the beginning of April. They were then opened in Birjand, a centre of trade in Eastern Persia; and it is stated that they excited the liveliest interest among the natives, who expressed the probably sincere regret that the consignment was only one of patterns.

In a subsequent letter the Consul urged that the Chamber should undertake to prepare and to despatch to the chief towns in Persia a weekly Bombay price current relating to such goods as had been included on the range of patterns sent. This letter, which was dated the 9th April, contained indications worthy of record, and is therefore reprinted among the relative appendices. The Committee were unable to give an unqualified assent to the proposal; but authorised the Secretary to make enquiries about the Persian Press referred to by the Consul. It was found that the said press had ceased to exist; and the complete failure of the despatch of samples to produce any business whatever had possibly something to do with the indifference encountered in the efforts to interest individuals in the project.

It was also evident that certain merchants in Bombay who had every disposition to make a venture on the Seistan route were deterred by the difficulty of procuring reasonable security for the value of such goods as they might send. The reputation of the Persian as a paymaster is much the same as that of other persons who are quite inaccessible; and the Secretary, in the efforts he had been authorised to make, found that no practical outcome could be looked for unless some intermediary of property and reputation could be found to guarantee the accounts. He, therefore, wrote to this effect but no reply has been received. So far as is known, no sale, have been made on the samples sent; and merchants who have every disposition to interest themselves in the publication of a weekly Price Current and in the despatch of goods are deterred by the absence of security.

The question of sending someone to prospect and report upon the actual trade prospects of the route has been canvassed on several occasions, and at one time there seemed a probability that a Bombay firm would send a representative on their own responsibility.

In the month of February 1901 a Persian merchant Haji Khan, arrived in Bombay and presented letters of introduction given him by the Consul in Seistan. In these letters it was stated that he was not the representative of any individual firm but was travelling in India in order to give information to persons interested or disposed to become interested in the Seistan route. Unfortunately. Haji Khan spoke no language but Persian, and it was found to be surprisingly difficult to get reliable and intelligent Persian interpreters in Bombay. The Secretary was authorised to issue a circular to members regarding his arrival in Bombay and to furnish him with introductions to such members as desired to see him. This was done in a number of cases ; and it is hoped that some good will result.

In February 1901 Government issued a reprint of a report by a certain native firm of their encouraging experience as pioneers in the trade with Seistan. It is unnecessary to reproduce that report, but it may be mentioned generally that the trade was, as indeed Government expressly remarked in their covering letter, "of a class such as is carried on by natives and not by Europeans."

Throughout the year, correspondence continued to pass between the Chamber and the Consul at Seistan ; and in the appendices will be found such of the documents as dealt with actual facts. It will be seen that among those are notifications from the North-Western Railway, giving details of rebates allowed on goods forwarded from Karachi to Quetta for export into Persia by way of the Seistan route, as well as notes by the Consul regarding passports, Customs, abolition of transit dues and other matters affecting merchants and others contemplating

travel or commerce in Persia. Others relate to the establishment at Quetta of an institution where patterns amd quotations of Indian merchandise can be exhibited. Certain members of Committee observed a report published in a Bombay periodical to the effect that the Nushki-Seistan route was a "fraud" and that "two parties of traders from Bombay were recently robbed and sent back minus goods and money," that "there is no route properly speaking," and that "the authorities at Quetta can offer neither assistance nor protection to travellers." As the Committee was doing its best to help to promote trade by the route in question and was concerned to know the truth about the matter, the report referred to was brought to the notice of the Consul, who telegraphed a denial and subsequently forwarded to the Committee a copy of a letter of refutation which he had addressed to the periodical concerned. Extracts from this letter, which it is not necessary to reproduce in extenso, will be found in the appendices; but as it is always difficult in such a matter to distinguish between veracious reports of difficulties actually encountered and the rumours disseminated by persons holding a vested interest in the country to be exploited, the following statistics may be quoted as evidence that the route is not a fraud. The returns of trade passing over the said route in the last four years have been as follows :—

1897-1898	Rs.	5,89,929
1898-1899	,,	7,28,082
1899-1900	,,	12,35,412
1900-1901	,,	15,34,452

The letter was published, as desired, in the November issue of the periodical in question, along with an editorial note explaining that the report had come to them from a source which they had believed to be quite reliable.

In the month of December the Committee had the advantage of a conversation with Mr. Joseph Walton, M. P., who was passing through Bombay on his return from a journey from the Caspian southwards through Persia, and who kindly volunteered to impart to the Committee the information he had acquired regarding the position and prospects of Indian trade with Persia.—(*Appendix* JJ.)

CONSULAR OFFICERS AND BRITISH TRADE ABROAD.

In a letter addressed by the Bombay Millowners' Association to the Secretary to Government, Political Department, Bombay, under date 11th October, 1901, attention was called to certain correspondence that had passed between Government and the Association in 1886 as to what greater measure of support might be afforded by British representatives abroad to British Trade. The Association had, at that time, suggested that Consular officers should send to London monthly, or at least quarterly, reports of the leading articles of trade in their markets, and that these should in London be collated in volumes relating to the various descriptions of goods, so that information might be easily obtained by persons interested in any particular description It was also suggested that Consular Officers might send copies of their reports direct to the Indian Government so that they might within reasonable time be made available to Indian commercial men. From correspondence subsequently addressed to the Association it appeared that there were certain difficulties in the way of giving effect to the Association's recommendations, and the matter was therefore held in abeyance.

Since then the need for some such official assistance had been felt with increasing intensity by Indian trade, and the Millowners' Association, therefore, addressed Government again. It seemed to them that, in view of the existence of British representatives in most of the markets, the most practical arrangement would be one to be concluded with the Imperial Foreign Office, to the end that patterns and information of a specifically commercial nature should be forwarded promptly to the respective Governments in the various centres of Indian trade or to the Chambers of Commerce in such centres. To obviate the objection made by the Foreign Office in 1887 as to the difficulties of dual publication in Britain and in India the Association suggested that the information to be so communicated should be limited to a prescribed formula, and that for practical trade purposes it would be sufficient if

commercial houses were put promptly in possession of information upon the points set forth in a schedule submitted by the Association.

Under date 4th November, 1901, the Chamber received from the Bombay Government a copy of the representation in question, and the Committee were requested to state whether they concurred in the Millowners' views generally and whether they had anything to add to those views.

The proposals of the Millowners' Association appeared to the Committee to be calculated to meet the most urgent requirements of Indian Commerce, and in addressing Government to this effect, under date 8th November, 1901, they expressed the opinion that, since expedition was of the essence of utility in these matters, it was of the first importance that such patterns and particulars as were asked for should be sent by British representatives abroad directly to the Chambers of Commerce in the different trade centres, where they would at once be placed at the service of the members both of the Chamber and the Millowners' Association.

BRITISH COMMERCIAL AGENTS.

(*See Chamber's Report for* 1900, *pp.* 126-128.)

In the Report mentioned above reference is made to a notice issued by the English Foreign Office regarding the appointment of British Consular Agents in Russia, Switzerland, the United States, and Central America, and to the fees payable to these officials when answering enquiries on commercial subjects. This notice was forwarded to the Chamber by the Government of India, and from the same source the Committee received, under date 6th September, 1901, a copy of a further notification from the Foreign Office in London, dated 10th August, 1901, stating that the Secretary of State for Foreign Affairs has arranged with the Lords Commissioners of the Treasury

that, during the temporary extension of the period of the appointment of British Commercial Agents in various countries abroad, the fees hitherto levied for answering enquiries, &c., shall be remitted, except in so far as the cost of journeys undertaken by them for private firms has to be met. In the case of such journeys the subsistence fee of £1-1-0 per night will still be claimed, in addition to the actual expenses of locomotion; but there will be no charge for the Agent's services.

PLAGUE.

Plague has continued to be present in Bombay and to claim very large numbers of victims. But although the daily mortality at one time in 1901 exceeded four hundred, the panic and exodus, so marked during the epidemics of 1897 and 1898, have changed in character. In this as in other respects, the population appear to have accommodated themselves to the pestilence as a fixed factor; and while there was no general stampede of the people at any one time, Mr. Edwardes, in his Report on the Census taken in March 1901 (when plague was at its height) estimates at 43,000 the population residing out of Bombay in consequence of the presence of the disease. By two distinct calculations, Mr. Edwardes computes the deaths from plague alone at some 1,14,000 since 1896. This is greatly in excess of the Municipal returns of recognised deaths by plague; but, as there is no doubt that defects at one time existed in the Municipal system of record, the probability is that the larger figure represents with sufficient accuracy the loss through plague and its sequelæ.

As an indication of the progress of the disease it may be well to mention that the total mortality from all causes in each of the two last calender years has been as follows :—

1900	...	...	...	81,412
1901	...	...	...	61,648

In preventive measures there has been an increased tendency to rely upon disinfection of places, and no disturbances have at-

tended the operations of the plague department. Plague has therefore had less direct effect upon the trade of Bombay than the poverty and stagnation resulting from the failure of the rains in great parts of Western India.

THE CENSUS OF 1901.

In January 1901 the Committee received from the Provincial Superintendent of Census and from the Census Officer for the Town and Island of Bombay letters inviting the assistance of the members in procuring the services of clerks and other literate persons willing to help in the enumeration of the population of Bombay. All possible assistance was rendered; and as a result many employees in Commercial offices throughout Bombay volunteered their services which were utilized to good purpose. For convenience of reference on the occasion of the next census, it is considered desirable to print the following extract from the Census Officer's letter No. $\frac{C}{785}$ of 1901, which details the arrangements and the terms proposed.

"In order to ensure a complete and, as far as a possible, accurate census of the whole City and Island of Bombay, two-thousand four hundred enumerators are required. Their work is briefly the following. Each one of them is posted to a block containing from 5 to 15 houses and will commence on the 25th February to go steadily through the block, filling up the census schedules with the requisite information for all the illiterate and leaving private and household schedules at the houses of the literate to be filled up by them. This work will last probably till the evening of the 26th. The 27th of February will

be devoted to the checking of all entries by a supervisor, who is posted in charge of a definite number of blocks and enumerators. The 28th February is not a census holiday. On the 1st March the enumerator will again go round his block and at night will visit each house therein with the schedule filled up by himself and make any final alterations or amendments that may be necessary. On the morning of the 2nd March he will collect from the houses of the literate in his block all the private and household schedules; sum up the total of his block and have it checked by the supervisior. His work is then finished. It will be apparent therefore that the enumerator's duties last for at least five days, *i e.*, 25th-27th February and 1st and 2nd March. Government and Municipal Offices, which will be entirely closed on those days, have spared their clerks, &c., free of remuneration, for this work. They number in the aggregate about 900 men and there is consequently necessary a considerable number of paid men to complete the total required. The rate of pay sanctioned by Government for any one who is neither in Government nor Municipal employ is Re. 1 per diem and should any individual do specially good work, he is further entitled to a *sanad* or certificate from Government. What Mr. Enthoven (Provincial Superintendent of Census) therefore desires to know is whether any of the leading firms in Bombay would be willing to spare some of their clerks for the five day's work at the rate of Re. 1 per diem. I may here remark that should any one be lent it will be my endeavour to post him as near his own place of residence as possible, in order that his daily salary may not be absorbed in conveyance hire, etc."

In reproducing here, for future reference, the complete returns of the Population of Bombay City, it is well, perhaps, to record

the fact that in the best informed quarters there is considerable uncertainty both as to the precise system employed in the Census of 1891 and as to the accuracy of the results shown by it. There is, therefore, a disposition to abstain from theory as to the apparent differences between the totals found at the two periods :—

Sections.		Population in 1872.	Population in 1881.			Population in 1891.			Population in 1901.			Remarks.
			Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
A	Colaba, Upper	5,348	1,848	1,019	2,867	3,155	1,180	4,335	2,758	1,198	3,956	+
	Colaba, Middle and Lower	13,253	8,855	5,410	14,265	8,759	4,863	13,622	8,109	4,914	13,023	+
	Fort, Southern	2,363	2,633	882	3,515	3,064	887	3,951	2,680	629	3,309	+
	Fort, Northern	29,732	19,793	14,055	33,828	19,340	13,507	32,847	13,588	9,368	22,956	−
	Esplanade	10,464	7,942	5,138	13,080	7,145	2,919	10,06	7,264	3,134	10,398	−
B	Mandvi	35,100	24,877	17,474	42,351	22,961	14,314	37,295	18,413	12,989	31,402	−
	Chukla	36,748	21,875	15,173	37,018	14,633	12,564	32,197	14,672	9,712	24,384	−
	Umarkhadi	49,873	31,033	23,623	54,656	31,408	21,398	52,466	28 641	19,840	48,481	+
	Dongri	25,656	18,442	13,848	32,290	18,680	11,637	30,317	14,659	11,219	25,778	−
C	Market	43,196	31,458	17,672	49,130	30,126	14,625	44,751	18,734	9,681	28,415	−
	Dhobi Talao	37,915	23,278	16,131	39,409	24,508	15,437	39,945	17,737	11,816	29,553	−
	Panaswadi	20,760	14,187	9,031	23,218	15,420	8,649	24,069	10,034	6, 20	16,351	−
	Bhuleswar	36,029	23,734	14,372	38,106	25,401	13,262	38,663	19,135	11,094	30,229	−
	Kumbharwada	27,591	20,071	14,919	34,990	20,142	12,067	32,209	16,384	11,160	27,544	−
	Khara Talav	23,638	16,453	12,238	28,691	10,660	10,375	27,035	14,164	8,997	23,161	−
D	Girgaum	21,231	15,530	10,289	25,319	16,806	10,193	26,999	9,151	15 715	14,866	+
	Khetwadi	24,817	17,418	12,018	29,436	18,069	10,745	21,814	16,287	10,873	27,160	+
	Chaupati	7,531	6,359	4,616	10,975	7,011	4,501	11,512	4,104	2,625	6,729	+
	Walkeshwar	7,711	6,904	4,399	11,303	8,203	4,787	12,990	6,897	3,666	10,563	+
	Malabarhshmi	4,317	3,769	2,463	6,232	10,734	6,280	17,014	10,953	7,139	18,092	+
E	Mazagaon	20,973	16,099	11,805	27,904	20,413	13,227	33,640	16,590	11,343	27,933	+
	Tarwadi	10,083	8,002	5,740	13,542	13,587	7,711	21,298	11,509	6 951	18,460	+
	Byculla	28,032	15,811	11,031	26,842	29,557	17,846	47,403	34,514	23,102	57,646	+
	Kamatipura	46,996	15,453	13 002	28,455	16,742	12,461	29 203	15,275	11,431	26,706	+
	Tardeo	...	11,912	8,349	20,281	11,403	7,577	18,980	12,213	8,745	0,958	+
	First Nagpada	...	6,442	3,950	9,372	6,674	4,459	11,133	6,308	4,269	0,577	+
	Second Nagpada	...	8,816	17,106	15 922	10,902	7,806	18,768	10,635	7,956	8,591	+
F	Parel	13,773	10,863	7,697	18,560	18,008	10,732	28,740	20,470	12 960	33,330	+
	Sewri	4,460	3,250	2,305	5,555	3,767	2,296	6,063	5,105	3,689	9,294	+
	Sion	11,572	9,932	7,305	17,237	11,983	7,618	19,601	15,139	10 304	25,443	+
G	Mahim	14,310	9,873	7,196	17,069	10,838	7,667	18,505	15,927	11,459	27,386	+
	Worli	10,042	8,191	6,430	14,621	15,755	9,738	25,493	27,329	18,259	45,588	+
Harbour and Docks		22,953	24,340	547	24,887	21,709	343	22,142	34,018	3,663	37,681	+
Homeless people, Plague Hospitals, Health Camps, &c.		..	...	...	..	...	..	...	...	...	...	
Railway		...	...	...	...	...	...	...	...	...	..	
Grand Total		644,405	404,763	308,433	773,196	518,063	303,671	821,764	479,785	296,220	776,006	

MANUFACTURE OF IRON AND STEEL IN INDIA.

In a despatch, dated 9th November, 1899, from the Secretary of State for India to the Government of India, reference was made to the interesting Report by Major Mahon, regarding the manufacture of iron and steel in India. Major Mahon stated that Giridhi and Raniganj coal could produce good coke for smelting purposes, though most other Indian coals could not; that the Chanderi and Salem iron sources were the richest and most extensive; that some place on the Bengal Sea Coast near Calcutta would be the most favourable site for large iron works which—wherever placed—would have to draw some of their materials from a distance; that India required a yearly supply of 300,000 to 400,000 tons of iron and steel; that large works with modern plant ought to be able to produce and sell this quantity of iron and steel at a good profit, compared with the prices of imported materials in 1898, and that further experiments with coal and iron ore in England were not required. In view of these observations the Secretary of State considered that if, in course of time India could produce at home all, or a larger part of, the iron and steel she required, it would be a great advantage to the country and to her railways; and he desired information as to whether any steps should be taken to promote the establishment of large iron works at Port Canning or at any other favourable site in India.

In a communication addressed to the Chamber, under date 23rd February 1901, the Government of India, in calling attention to this matter, desired an expression of the Chamber's views as to whether it was considered advisable that Government should take any steps towards carrying out Major Mahon's proposal.

After careful consideration of the matter, the Committee, under date 22nd March 1901, informed the Government of India that they could not recommend the conduct of such an experiment by the State. They suggested, however, that if sufficient publicity were given to the report in question, and if the facts

therein set forth were such as to establish in expert industrial judgment a reasonable hope of profit, the experiment would be undertaken by private enterprise which, the Committee submitted, Government would do well to invite and encourage by every means.—(*Appendix* **KK**.)

WORK OF PORTERAGE AT THE BALLARD PIER.

In October 1901, the attention of the Chamber was directed to the fact that the work of porterage at the Ballard Pier had, in consequence of the exclusion of outside coolies under the existing health regulations, become a virtual monopoly in the hands of certain licensed coolies and boatmen, and that passengers by such lines or vessels as did not employ their own coolies were consequently and without remedy subjected to extortionate charges in respect of such porterage. In addressing the Bombay Port Trust in the matter, under date 10th, October 1901, the Committee begged that the Trustees would investigate the matter and consider the expediency of instituting a tariff of fixed charges for porters, to be duly advertised at the Bunders, and of advertising in the same manner the tariff at present ruling in respect of boats.

In the reply received by the Chamber on 30th October, 1901, the Trustees stated that in terms of a Draft Bill framed by the Bombay Government in 1899, for the purpose of amending the law relating to the Bombay City Police, the Police Commissioner was vested with authority in regard to the licensing and control of hamals and labourers plying at Bunders and landing places as coolies for the carriage of passengers' baggage, and the prescribing of fees payable for licenses, as also the fixing and enforcing of a scale of charges for the labour of coolies, &c., so plying. As regards the tariff at present ruling in respect of boats, the Trustees stated that the rates were published in the *Times of India* Calendar and Directory, that every passenger boat had a license renewable every year with the tindal's name endorsed on the license, and that every boat so licensed had to carry a

book containing the table of fares, &c. The Trustees added that if any passenger considered that he was being charged above the authorized rates he could appeal to the nearest Police Officer or report the matter to the Port Officer, who was authorized to suspend or revoke the licenses of passenger boats.

In regard to the first matter—namely, the work of porterage at the Ballard Pier—the Committee, on 15th November, 1901, addressed the Commissioner of Police, but that official, in the reply received on 18th idem, stated that he had under the law no power either to license coolies or to fix any tariff of charges for them. All that he did was to give badges to a certain number of coolies whom the Police recognised and admitted to the Pier, so as to have some sort of control over this class of people. In forwarding to the Trustees a copy of the Police Commissioner's letter, the Committee, under date 22nd November, 1901, again urged that they should fix a scale of charges which they deemed reasonable for the services to be rendered by those men and advertise it in a conspicuous place or places on the Bunders.

In respect of boatmen plying in the Harbour, the Committee, in view of the reply received from the Port Trust to their first communication, addressed the Port Officer on 15th November. 1901, and suggested that the best means of presenting such extortion as had been brought to their notice, would be to advertise the authorized tariff of charges in a conspicuous place or places on the Bunders and to affix to each boat a copy of such tariff or a notice that such tariff was in force and would be produced on demand.

The reply of the Port Trustees, received on the 9th of January, was to the effect that it did not appear that the Trustees had power to fix a scale of charges for the services of licensed coolies at public landing places. Since it appeared to the Committee anomalous that no authority should apparently be in a position to deal with a matter so obviously calling for attention, they directed the Secretary to address the local Government, which was done under date 20th January.

It may be as well to state, in regard to the reply received by the Chamber from the Police Commissioner, that the Draft Bill, to which reference is made above, is still, the Committee understand, under the consideration of Government.

FIRES IN COAL STACKS.

(*See Chamber's Report for* 1900, *p.* 277).

In a letter dated 9th November, 1900, the Port Trustees informed the Municipal Commissioner that fire engines need not be sent to coal fires unless the owners of the coal made a special requisition and agreed to pay for the water used. As regards watering the Trustees considered that in most cases water aggravated the outbreak in its initial stage, and that the proper way to extinguish the fire was to cut open the stack and spread the coal.

In addressing the Chamber on the subject, under date 7th January, 1901, the Municipal Commissioner desired an expression of the Committee's opinion as to the first portion of the Trustees' communication. The Committee, in their reply dated 10th January, 1901, stated that, in their opinion, it was the duty of the Fire Brigade to attend coal fires as well as other fires, and that the action to be taken on the spot must rest with the officer in charge who would exercise discretion as to the necessity for using water or confining his efforts to the opening of the stacks.—(*Appendix* **LL.**)

Note.—Read article in *The Times* of 29th November 1901, page 13.

CALCUTTA PORT TRUST.

The Committee were favoured by the Bengal Chamber of Commerce with a copy of a communication (No. 1260 of 1901), addressed by that body to the Government of Bengal, under

date 18th September, 1901, criticising exhaustively the Report of the Committee appointed to enquire into the working of the Calcutta Port Trust.

The matter, however, called for no action by the Committee, and reference to it is made in this report for purposes of record only.

CONTRACTS FOR SUPPLIES TO GOVERNMENT DEPARTMENTS.

The Committee of the Upper India Chamber of Commerce represented to Government, on 18th December, 1900, that certain defects existed in the system in force of calling for and disposing of tenders for contracts, and that complaints had been made from time to time of hardship caused by delays in disposing of tenders and by irregularities in the practice in force, and having suggested certain remedies, the Government of India asked Local Governments, Consulting Engineers to the Government of India and Managers of State Railways for an expression of their views in the matter. After considering the replies received, the Government of India came to the conclusion that the Rules, laid down in Public Works Department Code, Volume I, Chapter VIII, para. 905, were sufficient, and that no alterations were required ; but many of the replies indicated that the rules were not always complied with, thus frequently giving rise to just cause of complaint.

The Government of India therefore desired (*vide* circular No. 17 P. W., dated Simla, 12th August, 1901) that the following points might receive careful attention in future by the various Government Departments :—

(1) *Time-limit between date of notice and date on which tenders are opened.*—A period of not less than one month should invariably be allowed in case of tenders for annual supplies, or for any large tenders which are not issued on emergency, *vide* Public Works Department Code, Volume I, Chapter VIII, para. 907.

(2) *Opening of tenders in public at a given time and date.*—Opening of tenders should in all cases be in public, at a given time and date to be announced in the invitation for tenders; any tenderer may be permitted to attend, *vide* Public Works Department Code, Volume I, Chapter VIII, para. 911.

(3) *Delivery of tenders.*—This may be made by post or hand.

(4) *Delay in notifying acceptance and rejection of tenders.*—Notification of acceptance or rejection of tenders should always be made within fourteen days of opening, unless a longer time is stated in the invitation for tenders.

(5) *Delay in refunding earnest money.*—Earnest money should invariably be returned at the time that rejection of a tender is announced.

COMMERCIAL EDUCATION.

In April 1900, in reply to an enquiry as to how the examinations under the London Chamber of Commerce scheme of Commercial education were conducted in Bombay, the Committee stated that the Bombay Chamber could not see its way to attempt to introduce the working of the scheme. It was explained that the work had been entrusted by the London Chamber to a Parsi gentleman in Bombay, but that the Committee had not in any way been associated with it and were consequently not in a position to give any information as to its results.

Since then the attention of the Bengal Chamber has again been directed to the matter, and in a communication to this Chamber, dated 20th May, 1901, that body in turn desired information as to the manner in which examinations in connection with this scheme were conducted, and by what authority they were controlled.

Understanding that these examinations were held to some extent under the auspices of the Government Educational Department, the Committee, on 29th May, 1901, addressed the official in charge of that Department and elicited the following information, which was communicated to the Bengal Chamber on 20th June, 1901 :—Examinations of the London Chamber of Commerce for commercial certificates under the Junior and Senior Scheme have, since the year 1900, been held under the auspices of the Bombay Government by the Principal, Elphinstone High School, who has been appointed local Secretary for the purposes of these examinations. The examinations are held in Bombay on the same days on which they are held in England, the question papers being forwarded by the Secretary, London Chamber of Commerce, under seal, a few days before the commencement of the examinations. The local Secretary distributes the papers to the candidates, supervises the examinations with the assistance of his staff and forwards the written answers to the Secretary, London Chamber of Commerce, under seal, by the first mail after the examinations. The result of the examinations is communicated to Government by the London Chamber and is published in the *Bombay Government Gazette* for general information. Hitherto these examinations have been held in Bombay only, but local centres would be established in other parts of the Presidency if it was found that there was a demand for these examinations. The first examination held in May 1900, was confined to the subject of book-keeping under the Senior scheme, the number of successful candidates being 29 out of 53 who appeared for the examination. An examination was held in May 1900, for the following subjects : (1) Book-keeping ; (2) Machinery of business ; (3) type-writing ; (4) short-hand. An examination under the Junior Scheme was held at the same time and was restricted to Commercial Arithmetic (including book-keeping) and short-hand. In addition to the fees levied by the London Chamber a local fee of Rs. 5 per candidate is charged by the Bombay Government to cover the cost of these examinations, including reasonable remuneration to supervisors.

Further information placed before the Committee showed that the scheme of commercial education which was being worked in Madras was a Government scheme, carried on under the supervision of the Director of Public Instruction ; and that the official holding the like appointment in Calcutta was, with the assistance of the Bengal Chamber, arranging for similar examinations being held in Bengal.

MICA.

The Political Agent, Mahi Kantha, forwarded to the Chamber, under date 13th April, 1901, a sample of Mica found in large quantites in the Danta State, and desired to be informed whether it had any commercial value.

The sample was in due course examined by the Committee, and the enquiries made by them regarding it showed that Mica of the description represented by the sample was not known in the Bombay market and was regarded as unmerchantable. The Political Agent was accordingly informed to this effect, under date 22nd May 1901.

TRADE WITH SUMATRA.

In a letter, dated 19th May, 1901, from His Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Hague—a copy of which was forwarded to the Chamber by the Government of India, under date 20th June, 1901—it was stated that by an ordinance of the 20th March, 1901, of the Governor General of Netherland India the Port of Kroe, Residency of Benkoelen, Sumatra, was opened to general trade (including foreign trade) from 15th April 1901. It may be mentioned that Kroe is situated in the South-Western corner of Sumatra, exactly on the 5th degree of South Latitude.

CHEMICAL ANALYSER'S DEPARTMENT.

RESOLUTION BY GOVERNMENT.

In continuation of the correspondence with Government terminating with the letter of Government in the General Department, No. 5547, dated 23rd October, 1900, (see Chamber's Report for 1900 pages, 98-100 and 287-295), the Committee received on 23rd March 1901, a copy of a Resolution of Government to the following effect :—

" Government are of opinion that the Office of the Chemical Analyser to Government should be open on all days on which the Custom House is open. The most important part of the Chemical Analyser's work must now be the analysis of imported articles and there is not much use in keeping the Custom House open if the Chemical Analyser prevents the prompt landing of goods by his delay. There may be other work which he need not take up on days on which offices are allowed to be closed subject to arrangements for urgent work, but the analysis of samples of goods awaiting import should be regarded as urgent."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

The question as to whether goods falling due for delivery on a Sunday or on a Charter Party and Shipping holiday should be delivered on the day previous to, or the day following, the Sunday or the holiday, as the case might be, recently came before the Bengal Chamber of Commerce and led to legal advice being taken by that body on the point. It was stated that no legal decision—at any rate in Calcutta—had ever been given on the subject, and the Bengal Chamber considered it desirable to establish an identical ruling for all Indian Ports with reference both to Sundays and Charter Party and shipping holidays. On 2nd December 1901, the Bengal Chamber addressed the Committee asking for an expression of their views, and stating

that the feeling in Calcutta was that goods falling to be delivered on a Sunday should be delivered on the preceding Saturday.

In addressing the Bengal Chamber of Commerce on 13th December, 1901, the Committee mentioned that transactions in Cotton were governed by the rules of the Bombay Cotton Trade Association, Limited, in which it was laid down that goods falling due on a Sunday or holiday were deliverable on the day following. In the case of other articles Sundays and other holidays were not observed as such, and merchants might be required to take delivery on a Sunday or a holiday. For a decision on this point the Committee referred the Bengal Chamber to Indian Law Reports, Bombay Series, Volume XV, 1891, page 338, Bombay High Court, Original Side, Suit No. 229 of 1890, "where the defendant, a European, was sued for damages for non-delivery of goods, and considered that he was not bound to deliver on Sunday. The Court held that delivery on Sunday was not unlawful, and that, in the absence of Custom to the contrary, the defendant was bound to deliver the goods on that day if they had not already been delivered." The Committee further stated that they would favour the institution of a uniform rule for all Indian Ports to the effect that goods due on a Sunday or other holiday should be deliverable on the preceding day; and they invited from the Bengal Chamber an expression of opinion as to the means by which such a reform might be procured.—(*Appendix* **MM**.)

CANCELLING CLAUSE IN CONTRACTS.

From time to time the Chamber receives enquiries from firms in Bombay as to whether indentors have the option of either accepting or rejecting goods when an allowance exceeding 10 per cent. has been awarded on Survey. It appears that some such rule is supposed to exist in Bombay; but as a matter of fact the Committee have no such rule and recognise no such custom. This circumtance was communicated to the various persons addressing the Chamber on the subject; and is here repeated for general information.

SORTING OF OUTWARD AND HOMEWARD MAILS BETWEEN ADEN AND BOMBAY.

In response to a request, dated 13th February 1901, the Committee obtained and transmitted to the Colombo Chamber of Commerce, under date 13th March, 1901, information on the following points:—

> (*a*) Whether the outward mails are sorted between Aden and Bombay: (*b*) if so, what is the approximate cost to Government of the arrangement; (*c*) what would be the approximate cost of extending the same treatment to Home and Australian mails.

The correspondence on this subject is embodied in the appendices, and the Committee take this opportunity of again tendering their thanks to the Post Master General, Bombay, for his prompt compliance with the Chamber's request in this matter, and for the detailed information which he enabled the Committee to communicate to the Ceylon Chamber.—(*Appendix* **NN**.)

CULTIVATION OF GROUNDNUT SEED.

In recent years a very marked decline has occurred in the exports of groundnuts from Bombay and in the yield of those districts from which this Port draws its supplies. Information placed at the disposal of the Chamber tended to show that the gradual failure of the crop was due to a considerable extent to degeneration of the seeds; and this fact induced the Committee, on 21st December 1900, to approach the Survey Commissioner and Director, Land Records and Agriculture, Bombay, on the subject. It was respectfully suggested that Government should import a quantity of Mozambique seed, either from Mozambique direct or from Marseilles, and distribute the same—if need were, free of charge—in the various districts producing groundnuts, such as Nasik, Sholapur, Barsi, Karad, Tasgaon and other places. The reason for suggesting the importation of Mozambique seed was that such seed had been imported into Pondichery, two years before, and sown in those districts,

with the result that in 1900 there was a crop, excellent not only in quantity, but also in quality. Indeed, it was shown, that this new growth of groundnuts obtained in Europe a premium of about 10 per cent.

At a later date information reached the Chamber that Coromandel groundnuts had last year, and evidently as a result of the importation of fresh seed, yielded from 5 to 6 per cent. better outturn of oil than groundnuts of the usual Coromandel variety. In view of this fact the Committee, in a further letter to the Survey Commissioner, under date 17th October, 1901, suggested the importation of both Mozambique and Senegambia seed and their issue to cultivators in those parts of Bombay Presidency where groundnuts are grown.

Writing to the Chamber on 20th November, 1901, the Director stated that Government had asked a private firm to procure for them one ton of Mozambique-Mauritius groundnut seed and that, this expedient having failed, one ton of Mozambique-Mauritius groundnut seed produced in Pondichery from the imported seed was obtained and distributed for experimental cultivation in the districts of Poona, Satara and Surat, where groundnut is grown. 460 lbs. of Japanese groundnut and 400 lbs. of American groundnut were also imported and sown on the Poona, Surat and Nadiad experimental farms and on the Sewage farm at Ahmedabad.

The crop grown from the imported seed was, at the time of writing this report, being harvested and the results of the experiment the Director has promised to communicate to the Chamber in due course.—(*Appendix* **OO.**)

CUSTOM HOUSE HOLIDAYS.

It will be in the recollection of members that on three occasions in 1901 orders for the entire closing of the Custom House were issued on such short notice that, but for the prompt intervention of the Chamber, and the courteous response of the Collector of Customs, there would have been serious in-

convenience and loss to shipping. In their letter of 31st October, 1901, to the Collector, the Committee represented the extreme inconvenience that was entailed upon trade, and more particularly on those departments of trade that were directly concerned with shipping, by the entire closure of the Custom House on special occasions without such notice as would enable merchants and shipping agents to make appropriate arrangements ; and they suggested that in future no order to close the Cash Department of the Custom House for more than half a day should be issued unless a full forty-eight hours' notice could be given in the public press.

The Collector informed the Committee on the 5th November that, to avoid recurrence of the inconvenience complained of, it would in future be arranged that, on special occasions when it might be found impossible to give forty-eight hours' previous notice, the Custom House should be kept partially open till 2 p.m. for urgent work, and the wharves kept open as usual for landing and shipment of goods. The Collector also intimated that the Cash Office would remain open till 2 p.m., provided the Bank of Bombay was open for business on that day ; but that, should the Bank be closed, it would not be possible to keep the Customs Cash Office open.—(*Appendix* **PP.**)

PAYMENT OF MEASUREMENT FEES.

A practice has grown up in Bombay whereby shippers have paid Measurement Fees before obtaining their Number from the Custom House. To this there are two objections.

(*a*) The Measurement Fee clerk has to endorse three documents, one of which is deposited with the Number clerk and requires no endorsement.

(*b*) In case of a Custom House Holiday the delay in taking the documents to the Number clerk may result in their being shut out.

It was therefore ordered on the 18th November 1901 that shippers should obtain their number before paying their Fee.

It was also ordered that on all Holidays except New Year's Day, Good Friday, the King's Birthday and Christmas day the Fee clerk should attend for collection of Fees and pay the same into Office on the evening of the same day.

PUBLIC AND CHARTER-PARTY HOLIDAYS.

The Committee appointed by Government for the purpose of considering and reporting as to what days in the year 1902 should be recognised as holidays under the Negotiable Instruments Act of 1881, met in the rooms of the Chamber on 9th December 1901.

The Committee had before them the following letters of the Government of Bombay :—No. 4226, dated 8th November, 1901, relating to the question of reducing to one day the holidays at *Dewali*, together with the Chamber's reply thereto ; No. 4380, dated 23rd Nov. 1901, with extracts from a letter in which the Government of India recommended certain alterations in the holidays hitherto observed in Bombay. In the correspondence referred to, the Government of India took exception to the observance of *Whit Monday* as a holiday in Bombay, and believed that there was no reason for observing such days in India out of mere conformity to the practice in Britain. On this point the Committee in their report to Government stated that the great mass of the community in Bombay were concerned with commerce, and that on days when Banks at home were closed those in Bombay were unable to deal with home business by telegram, with the result that their commercial clients were unable to operate. For this reason the Committee recommended that the holiday on *Whit Monday* be retained. With regard to the *Christmas holidays*, the Government of India considered that the 24th (or the 23rd, if the 24th fell on a Sunday), the 26th, 27th and 31st December might be notified under the Act. The Committee were unanimous that three days for Christmas were sufficient. Since Christmas would fall on a Thursday it was decided by a majority to abandon the holiday on the 27th

December because, if the Banks were not open on that day, there would be a series of four closed days, which would be inconvenient at such a busy season of the year.

With respect to the *New Year holidays*, the Government of India stated that except when *New Year's day* fell on a Sunday, they did not think that January 2nd should be either notified under the Act or announced by executive order as a holiday in the Government offices. The majority of the Committee were unable to recommend the abandonment of the holiday on the 2nd January, for the reason that many members of the European community on this side of India visited friends up-country on the 1st and 2nd January and would probably express sufficient dissatisfaction with the abandonment of the holiday of the 27th December, which would, in many cases, involve a return to work for half a day.

With regard to the *Dewali Holidays* the Chamber had previously informed Government that it would be inexpedient to do away with any of the official holidays at *Dewali*, for the reason that the entire native community would observe those days as holidays whether they were so notified or not. This opinion the Committee confirmed and they informed Government accordingly.

Government considered it unnecessary to notify the *First Monday in August* as a Bank holiday. In giving effect to the desire of Government in this matter, it was explained that the holiday in question was instituted in 1901 because of the extraordinarily long interval that happened in that year to fall between the holidays preceding and following it. This condition, it was believed, would not exist in 1902, seeing that, in view of the *Coronation* ceremony to take place on the 6th June, the Government would probably declare a special holiday on that date.

Jamshed-i-Naoroz, falling on 21st March, is a relatively unimportant holiday; and occurring as it does in a very busy season of the year, might, it was suggested, be abandoned.

Ganesh Chaturthi and Khordadsal, on the other hand, fall in a season when business is extremely slack and one that was extremely trying to the health of the European community. The Committee did not therefore believe that any substantial advantage would attend the abolition of these holidays.

On 21st December, 1901, Government forwarded to the Chamber a list of the holidays to be observed in 1902 under the Negotiable Instruments Act. From this list it was noticed that the 2nd January was omitted, as recommended by the Government of India. *Whit-Monday and Dewali* were also tentatively omitted, but the Chamber was informed that the question of these holidays had been referred to the Government of India.

In addition to the holidays sanctioned by Government for 1901, the following were notified during the year :—2nd February on account of the funeral of Her Most Gracious Majesty Queen Victoria, the Chamber at the same time declared this a Charter-Party holiday. 24th May 1901—The holiday previously fixed for the celebration of the Queen's brithday. 19th September 1901—the day appointed by the Government of India and the United States Government for prayer and mourning consequent on the death of the late President McKinley, 3rd October 1901—on account of the death of the Amir of Afghanistan, 9th November 1901—the birthday of His Majesty the King Emperor of India. This was also declared by the Chamber a holiday under Charter-Parties.

On 25th July 1901, the Bombay Government informed the Chamber that in the list of holidays allowed by Government to their Hindu employes the first day of *Chaitra,* which is the New Year's day of the *Shalivahan* era of the Hindu calendar, might be substituted for *Janma Ashtami,* and desired to be favoured with the opinion of the Chamber in the matter. After careful enquiry and consideration the Committee informed Government that, in their opinion, it would not be desirable to make the proposed alteration in respect of the *Janma Ashtami* holiday.

The holidays under Charter-Parties for 1902 were fixed by the Chamber in the usual way and noticed to members. (*Appendix* **QQ.**)

INDIAN EXPLOSIVES ACT, 1884.

(*See Chamber's Report for* 1900, *p.* 72.)

Draft rules to regulate the transportand importation of explosives were published by Government during the year and copies were forwarded to the Chamber in the usual way. The papers were in due course circulated to members interested, but there were no points on which the Chamber's intervention was called for.—(*See Gazette of India No.* 13, *dated March* 30*th*, 1901).

RULES UNDER THE INDIAN ARMS ACT, 1878.

The attention of the Government of India was called during the year to the great inconvenience experienced by the Mercantile community owing to the delay that frequently takes place in obtaining from Magistrates licenses for the transport of dynamite and other explosives required for blasting purposes. To remedy this state of things it was suggested that a rule be added to the rules under the Indian Arms Act, 1878, authorizing the grant to responsible firms of a general transport license for the transport of dynamite, etc., required *bona fide* for blasting purposes. In accordance with this suggestion, a draft rule was framed by the Government of India to be made applicable in the first instance to the Provinces of Madras and Bombay and the Lower Provinces of Bengal.

Under date 13th December, 1901, the Chamber received from the Bombay Government a copy of the draft rules with an intimation that H. E. the Governor in Council would be glad to receive an expression of the opinion of the Mercantile Community interested in the matter.

The papers were in due course circulated to members of the Chamber more immediately concerned in the proposed rules and on 10th January 1902, the Committee addressed Government in accordance with the views placed before them.—(*Appendix* **RR.**)

THE INDIAN ELECTRICITY BILL.

By a demi-official letter of the 31st October the Local Government favoured the Chamber with a copy of the Amended Draft of the Indian Electricity Bill which, it was expected, would be introduced in the Supreme Legislative Council during the ensuing Calcutta season. It was requested that the views of the Chamber on this Bill might be communicated to Government before the 15th December ; but the Committee, considering the extremely technical nature of the measure, and finding that the views of an authority whom they consulted had already been stated to Government direct, intimated that they had no criticisms or suggestions to make.

PROPOSED INDIAN TRAMWAYS ACT.

By the Indian Railway Companies' Act, 1895, it is provided that Railway Companies registered under the Indian Companies' Act, 1882, may, under certain conditions, pay interest on their paid up share capital out of capital during construction. In the Bill introduced by the Bombay Government on 31st July, 1901, "to apply the provisions of the the Indian Railway Companies Act, 1895, to certain Tramway Companies, "it was proposed to take power from the Governor-General in Council to apply the same provisions to Companies formed for the construction of tramways not differing in structure and working from light railways. It was believed that legislation to this end would remove what was recognised as a tangible obstacle to the consideration in London of many remunerative light railway projects in India, which for administrative reasons, it was desired to control in this country under the provisions not of the Railways but of the Tramways Act.

On 20th August, 1901, the Chamber were favoured by Government with a copy of this Bill for an expression of opinion as to the proposed provisions ; and on 22nd idem the Committee, in thanking Government for having afforded them an opportunity of considering the Bill, stated that it appeared well designed to serve a useful purpose.—(*Appendix* **SS.**)

EXTRADITION TREATIES WITH NATIVE STATES.

Representations were made by the Rangoon Chamber to the Government of Burma on 26th March 1901, respecting the case of one Shew Bux, who had carried on business in Rangoon and obtained from various European firms large quantities of goods on credit. The man absconded to the State of Jeypur, of which he was a subject. A warrant for his arrest was issued, and he was brought back to Rangoon on a charge of cheating. After his arrival in Rangoon he was tried and convicted on one of the less important charges but acquitted on that charge on appeal. After the main charges had been fully gone into and all the evidence taken, his legal advisers raised the question that his arrest in Jeypur was illegal and that therefore he could not be tried on the charges on which he had been arrested. On this point the Chief Court of Burma decided that the arrest was illegal, and passed an order staying all proceedings against the accused for all offences committed by him at any time prior to his arrest. In view of this decision the Rangoon Chamber suggested to Government the advisability of amending the Criminal Procedure Code so as to make it clear that the want of strict legality in the means by which a prisoner is brought before a Court does not deprive the Court of jurisdiction to try him.

The Rangoon Chamber asked for the Committee's support in the matter, but the perusal of the papers placed before them aroused some doubt as to the correctness of the Rangoon Chamber's view that the miscarriage of justice in the case under reference was due to a defect in the law. The Committee therefore decided to consult the Chamber's Solicitors—Messrs. Craigie Lynch and Owen, as to whether, from a legal point of view, the matter was one in which representation might properly be made to Government by the Bombay Chamber. Messrs. Craigie Lynch and Owen submitted a very lucid and interesting statement of the law on the subject (their communication is printed in the Appendix) and the Committee were confirmed in the opinion that the fault lay not in the law, which was usually found sufficient, but in the manner of the arrest. They there-

fore informed the Rangoon Chamber, under date 14th June, 1901, that they did not regard the case as furnishing grounds for any representation to Government having for its object the alteration of the law.

Representations in support of the Rangoon Memorial were, however, made to Government by the Bengal and Upper India Chambers of Commerce, and later in the year the Committee were favoured with a copy of the reply received by the latter body from the Government of the North-West Provinces and Oudh. In that communication it was stated that the proposal to include cheating as an extradition offence in Treaties with Native States had been referred to the Government of India and would be considered when the provisions of those Treaties came under review. It was explained that the judgment of the Burma Court did not in terms decide any question of jurisdiction. The judge thought himself bound to stay proceedings in view of the circumstances, in which the arrest was effected. The power to stay proceedings was exercised by the Court in their discretion when there was reason to apprehend that the rights of a Foreign Government or of a Native State in subordinate alliance with His Majesty had been disregarded. Even if it were assumed that the exercise of this power by the Burma Court was open to question, the Government of India did not, it was added, consider that the case would be met by an alteration in the Code of Criminal of Procedure.—(*Appendix* **TT.**)

INSOLVENCY PROCEDURE. PROOF OF DEBTS BY CREDITORS OF INSOLVENT ESTATES AND THE DECLARATION OF DIVIDENDS.

On the 1st July 1901, the Official Assignee to the High Court of Bombay, forwarded to the Chamber, with a covering letter, a Memorandum issued by him and relating to the procedure that had been recently instituted by him in the matter of the proof of debts by creditors of insolvent estates and the declaration of dividend. The said Memorandum described the defective system of scrutiny that prevailed formerly in respect of the various

liabilities stated in the Schedules of Insolvents, with the result that very great sums remained undistributed. The improved procedure was also set forth and the hope was expressed that, as a result thereof, the assets of Insolvent estates would be distributed with greater expedition and more fully amongst the creditors than had been the case in the past.

The Committee, in their reply of the 11th July, expressed the opinion that the procedure described was likely to attain these objects and to increase largely the efficiency of the Official Assignee's Office. The Committee also claimed the support of the Official Assignee for the following specific proposals for the improvement of Bankruptcy proceedings in India : —

(*a*) That insolvents should be compelled to file their books more promptly than is at present required, and that the supervision under which these books are at present written up should be more effective.

(*b*) That registration of partnership should be made so far compulsory in Bombay that the failure to effect such registration should render it very difficult to obtain discharge in event of insolvency. (*Note.*—In this connexion. see "Compulsory Registration of Partnership" and the difficulties attending such a measure, in the Report of the Chamber for 1880, page 325).

(*c*) That only such books should be recognised for the purposes of the Department and of the Insolvency Court as have been registered, paged, and stamped by a Government office appointed to that effect and filed in the Official Assignee's Office intact. It should also be insisted upon that the Cash Book at least should be found to have been booked up to date.

(*d*) That it should be impossible for an insolvent to obtain a discharge unless he pays a substantial dividend—ay not less than four or six annas in the Rupee.

This condition might be given general application, but should certainly be enforced in all cases where the foregoing stipulations have not been complied with.

The Official Assignee, in a reply, dated the 20th September, gave interesting particulars regarding the procedure adopted in his office. He pointed out that the compulsory registration of partnerships and of books could only be brought about by persistent agitation on the part of Chambers of Commerce; he admitted that the whole system of native book-keeping and indeed, the whole of the Bankruptcy Law of India required thorough revision; and he indicated a belief that a Bill for this purpose had actually been drafted by Government.

The Committee thanked the Official Assignee for the careful consideration he had given to the matters put before him; noted with satisfaction his recognition that the Act required thorough overhauling; and expressed their readiness to give their best attention to any proposals in that sense that might be made by Government.—(*Appendix* **UU.**)

CONVEYANCE OF SPIRITS OF WINE OVER OPEN LINES OF RAILWAY.

Representations had been received by the Government of India as to the loss of time and the expense entailed on firms importing spirits of wine in casks, by the provisions of rule IV (8) (*a*) of Appendix A to the General Rules of 1895 for working open lines of railway in British India. That Rule requires that Spirits of Wine, methylated or rectified, when tendered for carriage by Rail must be packed in corked and capsuled bottles or in corked and capped drums securely packed; and its effect is that all imported consignments so tendered must be first repacked.

Recognising the inconvenience complained of, the Government of India on 19th March 1901, notified a modification of the

rule mentioned above, as enquiries made by them showed that there was no objection to spirits of wine being carried by railways in India in strongly made casks securely closed.—(*See Gazette of India, No.* 13, *dated March* 30*th*, 1901).

IMPERIAL INSTITUTE.

(*See Chamber's Report for* 1900, *p.* 128).

On the 7th June 1901 the Government of India addressed the Chamber, enquiring whether the Committee desired to renominate Sir Frank Forbes Adam as the representative of the Bombay Chamber of Commerce on the governing Body of the Imperial Institute for the year ending 23rd July 1902, Sir Frank Forbes Adam has represented the Chamber in this connection for many years, and the Committee were pleased therefore, subject to his consent, to nominate him for a further term of service.

The Committee are indebted to the Reporter on Economic products to the Government of India, for a copy of the annual report on the work of the Indian Section of the Imperial Institute, London, for the year 1899-1900, which he was good enough to forward to the Chamber on 7th December 1900.

THE IMPERIAL INSTITUTE TRANSFERRED TO THE NATION.

An important meeting of the Governors of the Imperial Institute was held on 21st December 1901, under the Presidency of H. R. H. the Prince of Wales. The Chairman of the Executive Council made a full statement of the position of the Institute and pointed out that the Institute was now acting in the same path and the same field as the Board of Trade. After stating that the original objects of the Institute would be completely safeguarded, he suggested that the Imperial Institute with all its property should be transferred to the Nation. Resolutions carrying out this view were adopted unanimously. His Royal Highness stated that he completely concurred in the proposals contained in them and announced that the Policy of Transfer met with the entire approval of His Majesty the King.

BENGAL HIGH COURT.

Under date 28th May, 1901, the Committtee of the Bengal Chamber of Commerce addressed to the Government of India a lengthy communication as to the delays experienced by suitors in the Original Jurisdiction of the High Court of Judicature at Fort William, in Bengal. The Committee were favoured by the Bengal Chamber with a copy of this representation (*Reference* No. 705 of 1901, dated Calcutta, 28th May, 1901) which certainly exposed a grave state of matters; but it called for no special action on the part of the Bombay Chamber.

CHIEF COURT OF LOWER BURMA.

(*Chamber's Report for* 1900, *p.* 123).

In the Chamber's Report for 1900 reference is made to a memorial addressed by the Rangoon Chamber to the Government of India, regarding the appointment of a member of the Indian Civil Service to be the Chief Judge of the New Chief Court in Lower Burma. The Rangoon Chamber on that occasion invited the co-operation of the Bombay Chamber in the matter; but the Committee were not in favour of taking any action and replied accordingly.

The matter again came before the Committee during the year covered by this Report, and their support was again invited to a further memorial which the Rangoon Chamber had addressed to H. E the Viceroy on 15 June, 1901. In that document it was urged that in appointing a successor to the Chief Justice of the Lower Burma Chief Court, effect should be given to the wish generally expressed that the post should be held by a barrister of wide practical experience at the Bar, with assured legal attainment and a reputation for independence.

The Committee, however, were not in favour of moving in the matter, and while thanking the Rangoon Chamber on 11th July, 1901, for affording them the opportunity of considering the question, stated that they could not believe that any useful purpose would be served by their intervention.

LEGISLATIVE ENACTMENTS.

The following Acts were passed during the year 1901 :—

By the Government of India.

Act No. I.—An Act to amend the law relating to the admission of Native Military Lunatics into asylums.

" II.—An Act to amend the law relating to the exemption from tolls of persons and property belonging to the Army.

" III.—An Act further to amend the Indian Ports Act, 1889.

" IV.—An Act further to amend the law relating to Civil Courts in the Central Provinces.

" V.—An Act further to amend the Indian Forest Act, 1878.

" VI.—The Assam Labour and Emigration Act.

" VII.—An Act to place Native Christians in the same position as Hindus, Mahomadans and Buddhists in the matter of obtaining letters of administration and for other purposes.

" VIII.—An Act to provide for the regulation and inspection of mines.

" IX.—An Act further to amend the Indian Articles of War.

" X.—An Act further to amend the Court Fees' Act, 1870.

" XI.—An Act to facilitate the citation of certain enactments and to amend and repeal certain obsolete enactments.

By the Bombay Government.

Act No. I.—An Act to amend the Bombay Salt Act (Bombay Act II of 1890).

" II.—An Act to further amend the Bombay Port Trust Act of 1879.

" III.—An Act for the better management of Municipal Affairs in Mofussil Towns and Cities.

" IV.—An Act to amend the City of Bombay Improvement Act, 1898.

" V.—An Act to amend the Bombay Abkari Act, 1878.

" VI.—An Act to amend the Bombay Land Revenue Code, 1879.

ELECTION OF MUNICIPAL COUNCILLORS.

In accordance with the provisions of the Bombay Municipal Act, the Municipal Commissioner intimated to the Chamber on 13th December 1900, that he had fixed the 31st January 1901 for the election of two councillors to represent the Chamber in the Municipal Corporation in place of those whose term of office would expire on 31st March 1901.

The Committee accordingly notified members in the usual way, and the balloting resulted in the election of Mr. Herbert R. Greaves (of Messrs. Greaves, Cotton & Co.) and Mr. T. W. Cuffe (of Messrs. King, King & Co.) Prior to this election (*i.e.*, on 21st January, 1901) Mr. H. O. Campbell—who in April 1900 had replaced Mr. Cuffe on his proceeding to Europe—resigned his seat on leaving Bombay, and the Municipal Commissioner asked the Chamber to fill the vacancy in the usual way. In view, however, of the shortness of the period to elapse before the new representation of the Chamber became effective, the Committee did not think it necessary to elect a temporary member, and so advised the Commissioner on 15th Feb. 1901.

ELECTION OF PORT TRUSTEES.

On 19th February 1901 the Secretary of the Bombay Port Trust informed the Chamber that the term of office of Messrs. A. Abercrombie and J. L. Symons—who were elected in March, 1899, to represent the Chamber on the Board of Trustees—would expire on 31st March, 1901. The Committee, accordingly, took the usual steps for a fresh election and the balloting which took place on 7th and 8th March, 1901, resulted in the re-election of

Mr. Abercrombie and the appointment of Mr. Frank Ritchie. In December, 1901, Mr. Abercrombie obtained from the Trustees leave of absence from their meetings for four months from 23rd idem. The usual balloting for a representative to act in his absence took place on 14th and 15th January, 1902, and resulted in the election of Mr. C. H. Armstrong.

Mr. R. G. Currie—who re-joined the Board in April, 1900—proceeded to England in March, 1901, on nine months' leave, and as the duty of electing a representative devolved upon the Chamber, the Committee, in accordance with the Rules, fixed the 2nd and 3rd April, 1901, for a fresh ballot, with the result that Mr. F. W. Bickel was elected to act as a Trustee during Mr. Currie's absence.

On 30th October, 1901, the Trustees informed the Chamber that Mr. Currie had notified his resignation. This again necessitated a fresh ballot, which took place on 14th and 15th November, 1901, and resulted in the re-election of Mr. Bickel.

In April, 1901, Mr. J. M. Dick, who was appointed in April, 1900, for a period of two years, proceeded to Europe on six months leave (subsequently extended to the middle of November) and Mr. C. H. Armstrong was elected on 18th April, 1901, to act in his absence.

BOMBAY IMPROVEMENT TRUST.

Mr. F. C. Rimington who was, on the 6th October, 1900, elected to represent the Chamber in succession to Mr. Dick on the Board of the Bombay Improvement Trust, acted throughout the year under review and resigned in the beginning of 1902 on his departure from Bombay.

A fresh ballot was held on the 6th and 7th February, 1902, and resulted in the election of Mr. C. H. Armstrong.

DEATH OF MR. H. B. THURBURN.

While this Report was in preparation the Committee learned, with much regret, of the death of Mr. H. B. Thurburn, a member of the Committee, which occurred on board the s.s. "Chusan," between Colombo and Bombay, on 5th January, 1902.

At the weekly meeting held on 8th January, 1902, the Committee, on the motion of the Chairman, passed a Resolution recording the great regret felt by the members for the sad death of Mr. Thurburn, who would be much missed both in the Committee and among his many friends in Bombay. A copy of this Resolution was in due course forwarded to Messrs. Forbes, Forbes & Co., Ld., for transmission to the relatives of the deceased gentleman.

NEW MEMBERS OF THE CHAMBER.

The following firms were elected during the year, the number of members on 31st December, 1901, being 85 as against 83 at the end of 1900 :—

Messrs. Ewing & Co., proposed by Messrs. W & A. Graham and Co., seconded by Messrs. Ewart, Latham & Co.

Messrs. Kahn and Kahn, proposed by Messrs. Latham, Abercrombie & Co., seconded by the Manager of the National Bank of India, Ltd.

Messrs. Cosser and Co., proposed by Messrs. Finlay, Muir & Co., seconded by Messrs. C. Macdonald & Co.

Messrs. William, Murray and Co. ceased to be members from 1st January, 1901.

JOINT STOCK COMPANIES.

The following are among the Joint Stock Companies registered in Bombay during the year 1901 :—

NAMES.	Nominal amount of Capital.
	Rs.
Ahmedabad-Dholka Railway Company, Ld.	13,00,000
Asquith and Lord, Ld.	1,00,000
Co-operative Swadeshi Manufactures Depot, Ld.	1,00,000
Empire Steam Laundry Bleaching and Dyeing Co, Ld.	50,000
Hyderabad Sugar Works, Ld.	3,00,000
Oomri G. & P. Company, Ld.	1,00,000
New Kaisar-i-Hind S. & W. Company, Ld.	9,00,000
Parbhani G. & P. Co., Ld.	1,00,000
Roburite, Company, Ld.	1,00,000
Teizpal Steam Navigation Company, Ld.	15,00,000
Wimbridge & Company, Ld.	1,00,000

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India during the year 1901, will be found in *Appendix* **VV.**

MEASUREMENT DEPARTMENT.

REVISED RULES.

It will be remembered that, at the Annual General Meeting of the Chamber held on 6th March, 1901, the members present confirmed the revised rules and regulations framed by the Committee for the measurement for tonnage of cotton and other goods in bales or packages, as also the orders for the conduct of measurement of goods for tonnage by measurers in the employ of the Chamber. During the year, owing to representations made to the Chamber, the Committee authorised the issue of temporary measurement slips immediately the cargo passed through the measurer's hands. This is done for the sole purpose of enabling shippers or ships to challenge wrongful measurements before shipment of the goods.

Rule 21 permits a shipper or ship agent who disputes the correctness of a measurement given in respect of cargo in course of shipment to have the goods or any portion of them remeasured on application to the measurer accompanied by payment of the prescribed fee. The Committee desire to draw special attention to this rule as disappointment is often occasioned by applications for re-measurment being made to the Head Office instead of to the measurer on the spot, and in such cases it has been found that the goods in dispute have already been shipped thus making it impossible for the Chamber to order re-measurement.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873.	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892 ..	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34,921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,140	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...
Do. 31st Dec. 1900...	1,147,591	28,302	20,844	7,458	...
Do. 31st Dec. 1901...	2,247,198	45,497	21,918	23,579	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last twenty-four years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to ,, 1891	227,583	14,223 15 0
1st ,, to ,, 1892	194,547	12,159 3 0
1st ,, to ,, 1893	166,024	10,376 8 0
1st ,, to ,, 1894	181,521	11,345 1 0
1st ,, to ,, 1895	223,341	13,958 13 0
1st ,, to ,, 1896	226,452	14,153 4 0
1st ,, to ,, 1897	202,313	12,644 9 0
1st ,, to ,, 1898	181,208	11,325 8 0
1st ,, to ,, 1899	216 593	13,537 1 0
1st ,, to ,, 1900	263,439	16,464 15 0
1st ,, to ,, 1901	256,998	16,062 6 0

The Committee have now only to render their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX—A.

BALANCE-SHEET OF THE BOMBAY CHAMBER OF COMMERCE—From 1st January to 31st December 1901.

RECEIPTS.	Amount. Rs. A. P.	Amount. Rs. A. P.
By		
Balance on 31st December 1899	.....	35,438 13 7
Subscriptions	15,165 8 0	
Publications	18,983 7 7	
Measurement Fee Account—		
Measurement Fee Receipts..Rs. 45,497 13 9		
Less, salaries to measurers, calliper men, &c. ..... ,, 21,918 6 2		
	23,579 7 7	
Interest on Fixed Deposits	1,722 11 10	
Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.	124 10 3	
Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0	
Balance of receipts over expenditure on Arbitration Fees.....	475 0 0	
		61,250 13 3

EXPENDITURE.		Amount. Rs. A. P.	Amount. Rs. A. P.
To			
Rent .....Rs.	3,120 0 0		
Less, amount charged to Millowners' Association, etc. ..... ,,	900 0 0		
Printing—		2,220 0 0	
Miscellaneous Papers .....Rs.	528 0 0		
Annual Report for 1900 ... ,,	1,600 0 0		
		2,128 0 0	
Advertisements		317 4 0	
Newspapers and Books		1,053 13 0	
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		15,599 10 9	
Telegrams, Stationery, and cost of Weather and Crop Reports.....		2,781 0 0	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery.....Rs.	7,831 3 6		
Printing do. ..... ,,	18,755 8 0		
		26,586 11 6	
Millowners' Association Establishment, Wages for Clerks and Sepoy		1,114 0 0	
Auditors' Fee for the year ending 31st December 1901.		100 0 0	
Telephone Company from 1st March 1901 to 28th February 1902		200 0 0	
Law charges.....		45 0 0	
			52,145 7 3

			Funds of the Chamber as under:—		
			Fixed deposit receipt of the Chartered Bank of India, Australia and China at 3½ per cent. per annum for six months	10,000 0 0	
			Do. Chartered Bank of India Australia and China for 3 months at 3 per cent.	14,000 0 0	
			Do. Mercantile Bank of India Limited for 1 year at 4½ per cent	20,000 0 0	
			Bank of Bombay Current Deposit account.	7,665 10 7	
			Cash in hand	675 1 6	
			Amount due by the Bombay Millowners' Association, &c.	394 5 2	
				52,735 1 3	
			Less, wages, &c., for December, unpaid.	8,190 13 8	
			Net Balance to carry forward	.....	44,544 3 7
Total Rs.....		96,689 10 10	Total Rs.....	.....	96,689 10 10

Examined and found correct.

FERGUSON & IRVINE,
Chartered Accountants.

Bombay, 13th February 1902.

APPENDIX B.

NAGDA-BARA-MUTTRA RAILWAY.

BOMBAY CHAMBER OF COMMERCE, 21st August, 1901.

The SECRETARY to GOVERNMENT, Public Works Department (Railways), Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to submit for the consideration of His Excellency the Governor in Council, the following brief statement of the position of Bombay trade in respect of Railway communications.

2. Some three months ago this Chamber received from the Government of India a copy of last year's History of Railway Projects. The Members were then distressed to notice that in the statement given in paragraph 8 of the Preliminary Note to that publication, which statement set forth a "forecast of expenditure on Railways for three years ending 1903-04 according to present proposals" the only Railways included in that programme and which could, in any way, mitigate the present disabilities of Bombay in respect of Railway communications were the Agra-Delhi Chord, the Amalner-Jalgaon Line and the Chalisgaon-Dhulia Line. The Committee had learned from the copies of letters from the Government of India which accompanied your letters Nos. 570 and 1546 of 1899 that the Imperial Government proposed the construction of the Agra-Delhi Chord as in some manner giving effect to the intention declared by Government in 1897 "that the through connection from Nagda to Muttra and Delhi should be preferred." As stated in the letter of this Chamber, dated 29th April 1899, my Committee were unable to imagine on what grounds the Government so viewed the Agra-Delhi project. For it has always appeared to this Chamber to be essential at once to the financial success of the Nagda-Bara-Muttra Line and to the proper development of the trade of the regions to be traversed by it, that the construction should be begun at the southern end, so that each mile added might afford to a new tract of country direct access to the port which forms its natural outlet. It was

subsequently explained to this Chamber that the said work was intended not as a substitute for, but as an earnest of the undertaking in behalf of which they have so patiently and consistently made representation to Government. Relying upon this assurance as a reaffirmation of the declaration made in 1897, the Committee have still thought it right to keep before Government, as occasion arose, the supreme importance of the scheme most urgently demanded by the trade. Even on reading the copy of the letter of the Government of India, No. II R. P., dated 15th January last, which accompanied your letter No. 325 of the 31st idem, they retained some hope that the obvious claims of Bombay to some measure of extension would not be entirely ignored. They, therefore, abstained from comment on certain passages in the Government of India's letter which struck them as calling for respectful criticism.

3. The amended programme set forth in the Administration Report of the Railways in India for 1900, which has just been received, shows now that, so far from any means having been found of developing the communications of this side of India, even the meagre prospects held forth in the Histories of Railway Projects have been withdrawn and that not even the Agra-Delhi Chord is now to participate in favour. My Committee, therefore, consider it incumbent on them once more to invoke the gracious assistance of H. E. the Governor in Council in an effort to bring home to the Government of India and H. M. Secretary of State a sense of the neglect under which the trade of this port has suffered for so many years.

4. In doing so they must revert to the letter of the Government of India, dated 15th January last, and beg that you will be pleased to invite from the Supreme Government some statement of the "obvious reasons" to which they allude as entitling certain other lines to precedence of that in question. It is admitted in paragraph 3 of the said letter that the Nagda-Bara-Muttra Line "will form a main artery of traffic between the trade centres of Upper India and Bombay;" and all the considerations in the matter, as known to my Committee and

as previously recognised by Government, sanctioned the former determination of Government to give precedence to that line. My Committee, therefore desire to submit with deference that whatever reasons may exist for an indefinite postponement of Government's intentions, they cannot properly be called obvious but on the contrary might fittingly be stated.

5. In the letter addressed to your Department by this Chamber on the 24th April 1897, was included a statement showing the Distribution of Grants in the Three Years' Programme of that time and the extreme meagreness of the consideration shown to Bombay therein. Since that time the policy of exclusion has been prosecuted continuously; and I now have the honour to append a table from which it will be seen that the port of Bombay, which does some 35 per cent. of the entire foreign trade of India (including Burma), receives in respect of Railway development 11½ per cent. of the grants to be made available in the next three years. If this were a mere temporary phase of the Indian Railway policy, my Committee might regard the matter with less misgiving; but it appears to them to mark a simple continuation of a state of affairs of long standing; and this in spite of the earnest representations made at a greater distance by this Chamber and by that of Upper India.

6. In my letter of the 31st July last, I had the honour to bring to your notice the manner in which the Railways leading to Calcutta are permitted to disregard existing regulations in respect of rolling stock, with the effect of diverting trade from this port; and I am to submit with respect that it is impossible for a body representing so large a proportion of the country's commerce to acquiesce in a combination of conditions that amount to grave injustice. It is, therefore, hoped that His Excellency the Governor will be pleased to take the matter up very seriously with the Supreme Government and obtain for Bombay the full measure of that consideration to which her very large trade plainly entitles her.—I have, &c.,

C. H. ARMSTRONG, Deputy Chairman.
FREDERICK NOEL-PATON, Secretary.

Distribution of Grants in the Three Years' Programme. *Unit Rs.* 1,000.

	1901-1902.		1902-1903.		1903-1904.		Total for Three years.	
	Total. Grants.	Bombay's Share.	Total Grants.	Bombay's Share.	Total Grants.	Bombay's Share.	Total Grants.	Bombay's Share.
OPEN LINES :—								
By State Agency	1,26,93	.....	98,34	.....	68,58	.....	2,93,90	.....
By Agency of Main Line Companies.	2,14,72	31,82	2,12,29	42,00	2,14,69	27,80	6,41,70	1,01,62
Against Capital Account Old Guaranteed Companies.	43,31	28,00	88,95	28,35	79,77	27,00	2,12,03	83,35
Against Capital Account, Other Railways.	74,96	31,00	59,20	28,45	45,78	15,87	1,79,94	75,32
LINES UNDER CONSTRUCTION :—								
By Agency of Main Line Companies.	2,38,35	.....	55,18	.....	44,49	.....	3,37,92	.....
Against Capital Account Guaranteed Railways.	28,00	.....	65	.....	1,00	.....	29,65	.....
Against Capital Account Other Railways.	2,37,74	.....	1,61,82	.....	74,00	.....	4,73,56	.....
By Branch Line Companies...	4,27	.....	.....	.....	.....	.....	4,27	.....
By the State	64,11	.....	6,70	.....	.....	.....	70,81	.....
Total ...	10,32,44	90,82	6,83,13	98,80	5,28,31	70,67	22,43,78	2,60,29 or 11½ %

Compiled from Appendix A to the Administration Report on the Railways in India for the year 1900.

BOMBAY CHAMBER OF COMMERCE, 21st August 1901.

APPENDIX C.

AGRA-DELHI CHORD.

No. 2669 OF 1901.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 23rd September 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated, the 21st August 1901, containing a brief statement of the view of the Bombay Chamber of Commerce regarding the position of Bombay trade in respect of railway communications.

In reply I am to invite a reference to my letter No. 570, dated the 13th March 1899, pointing out that the construction of the Agra-Delhi chord will secure unbroken Broad gauge railway connection between the N.-W. P. and Bombay over the Indian Midland Railway and Great Indian Peninsula Railways running powers with equal facilities being given to all the broad gauge railways over the chord—and, as the East Indian Railway, with its interests towards Calcutta will be eliminated from the route, full play will be given to the Railways interested in Bombay over a through route between that Port and Delhi not much longer than the route *via* the proposed Nagda-Bara-Muttra line.

3. Your letter dated the 31st July 1901, points out that traffic from the north to the Port of Bombay is penalized because foreign railways will not supply adequate rolling stock for Bombay traffic. This Government consider that the speediest remedy for this difficulty is to place the Great Indian Peninsula Railway Company's broad gauge system—as representing the Port of Bombay—in direct touch with the markets of Northern India, from which it derives traffic, and they agree with the Agent of that Railway Company in thinking that the completion of the Agra-Delhi chord with a branch line from Muttra to Aligarh, and the grant to the Great Indian Peninsula Railway of running powers to Lucknow will go a long way towards relieving the situation. Such action would place the Great Indian Peninsula Railway—as representing Bombay trade—in direct touch with the East Indian Railway, the North Western and the Oudh and Rohilkund Railways at Delhi, Aligarh, and Lucknow. For these reasons this Government consider that the speedy completion of the Agra-Delhi chord with a branch to Aligarh will be of

great advantage to the trade of Bombay as affording a direct and untrammelled through route from Bombay to the north. The rest of the project, viz., the Nagda-Bara-Muttra section will open out new country and eventually offer competitive through communication between Bombay and Delhi; but till the Agra-Delhi chord is constructed there will be no direct untrammelled broad gauge communication between Bombay and Delhi at all.

4. The Agent of the Great Indian Peninsula Railway Company has recently submitted to Government his views on the Nagda-Bara-Muttra section and I am to request that, in view of the statements therein contained, the Chamber of Commerce will favour Government with further remarks on the project. Before forwarding your letter of the 21st August to the Government of India, this Government await your further reply.—I have, &c.,

J. WILLCOCKS, Offg. Secretary to Government.

GREAT INDIAN PENINSULA RAILWAY.

No. 13431 OF 1901.

VICTORIA TERMINUS.

BOMBAY, 2nd September 1901.

To the CONSULTING ENGINEER to the GOVERNMENT of BOMBAY, for Railways, Bombay.

Sir,—In this office letter No. 13313, dated 30th August 1901, I suggested that, in accordance with the desire expressed by Government in their letter No. 014, Railway Projects, dated 22nd February 1899, this Company might be consulted in regard to projects affecting their interests before such projects were too far advanced to be conveniently altered or put aside.

2. I learn from your letters Nos. 3276, dated 24th July 1901, and 3292, dated 25th July 1901, on the subjects of the Harpalpur-Rath and Ait-Kunch Railways, that the Government of India is awaiting certain information from local Governments before deciding upon the order of merit of the various projects before them. It would, therefore, appear to be a favourable opportunity for me to address you in regard to a project, which if carried out will greatly affect this Company's revenues and about which this Company has not yet been consulted.

3. On page 35 of the Histories of Railway Projects corrected up to the 30th June 1901, it is stated that the Nagda-Bara-Muttra Railway

surveyed in 1894-96 will be 355 miles in length, and that the cost of construction on the 5ft. 6in. gauge including rolling stock is estimated at 351 lakhs of rupees. It is also stated that "its importance is recognised by the Government of India and the" line has formed the subject of enquiry by private enterprise and the matter is "under correspondence."

4. Under the above circumstances I trust that it is not too late for me to bring to notice certain facts, which have materially changed the conditions under which the Nagda-Muttra Railway was originally proposed and supported by the Bombay Chamber of Commerce, as well as, I believe, by the Government of Bombay.

5. When the Nagda-Bara-Muttra Railway was first proposed, the country, through which it has been aligned, was totally unserved by Railway communication, and as stated by the Bombay Chamber of Commerce in their letter, dated 21st August 1901, addressed to the Government of Bombay, which appeared in the public press about the end of August 1901, the proposed Railway was designed to open out a rich country.

6. The Agent of the Indian Midland Railway in para. 27 (v) of his letter to his Board No. 8, dated 26th January 1900, wrote as follows:—

> V.—There can, therefore, be no doubt that the Nagda-Bara-Muttra Railway is not necessary to supplement the existing routes so far as the through traffic to the Bombay Port is concerned. But as regards local traffic in these tracts, which are liable to famine, it may be stated that both the Indian Midland and the Malwa Section of the Rajputana Railway are both suffering from *want* of traffic, and the natural course would seem to be that the country between them should be tapped on either side by feeder Railways, rather than that an additional parallel through line of Railway should be constructed between them, which will deplete the earnings of two main lines of communication still requiring to be further supplemented. Already three lines of communication have been carried across or into this country, *viz.*, from Bhopal to Ujjain, from Bina to Baran, and from Gwalior to Sipri with proposed extension to Shiupur.* There is a possibility of a fourth line of Railways from Dholpur to Bari being constructed and extended beyond Bari in the future. There are, therefore, in existence—
>
> (1) The Indian Midland Railway.
> (2) The Bhopal State Railway.
> (3) Malwa Section of Rajputana-Malwa Railway.

* This extension has since been abandoned in favour of the Gwalior Sabalgarh Railway with extension to Shiupur.

(4) Bhopal-Ujjain Railway.

(5) Ujjain-Rutlam Railway.

(6) Bina-Guna, with possible extension to Marwar Junction.

(7) Gwalior-Sipri Light Railway which is being extended to Shiupur,* a town in the heart of this country.

Besides these seven Railways there is the possibility of an eighth from Dholpur to Bari and Kerowlee with future extensions. A north and south line from Nagda to Muttra would do incalculable damage to all these Railways, without benefiting the country through which it passes any more than a judicious development of auxiliaries to existing routes would do.

7. I have now to point out that the policy advocated in the above extract has been gradually followed and is still being followed to an extent which entirely alters the conditions of affairs since the days when the Nagda-Bara-Muttra Railway was first supported by the Bombay Government.

8. I will now invite your attention to the map which accompanies the Histories of Railway Projects for 1901.

9. The Bhopal-Ujjain-Nagda Railway has been constructed on the broad gauge and is open for traffic. It crosses the Grand Trunk Road at Maksi and serves a large portion of the country on the North through which the Nagda-Muttra Railway would run. This line has been constructed at the cost of the Native States of Bhopal and Scindia, the major portion thereof being owned by Scindia, viz., from the Parbati river to Nagda, a distance of about 115 miles. The Nagda-Muttra Railway will deprive this line of a large bulk of the traffic which it now carries.

10. All the country between the Parbati river and Neemuch belongs to H. H. the Maharajah Scindia, and it is well known that he is rapidly developing his territory with Light Railways. His Highness has already constructed 127 miles of Light 2 ft. Railway and has further projects in hand. It may therefore be expected that, when he has completed his schemes of Railways about Gwalior, his attention will be turned to the Southern parts of his territory.

11. From Bina to Baran, 147 miles, a Railway has been constructed on the Broad gauge out of the Capital of Native States, chiefly Scindia, to a point in the heart of the richest part of the country which the Nagda-Muttra Railway is designed to serve. The Bina-Baran Railway opens out a large tract of country in the neighbourhood of Baran to the

* This extension has since been abandoned in favour of the Gwalior-Sabalgarh Railway with extension to Shiupur.

North, South and West, including, besides the important towns of Kotah and Jalrapatan, a circuit of over 50 miles' radius, and goes a long way towards accomplishing one of the ends for which the Nagda-Muttra Railway was proposed, viz., a proper development of the trade regions to be traversed, Baran being the principle trade centre in the whole length of that line, The Bina-Baran Railway will be practically killed, if the Nagda-Muttra Railway is made. And there can be no doubt that those States, which have so lately contributed to the construction of the Bhopal-Ujjain-Nagda, and Bina-Baran Railways, will be greatly discouraged from Railway enterprise in future, if, with the approval of the Government of India, a new broad gauge Railway is constructed through their territories, which will take away the traffic their own lines were designed to carry.

12. On page 130-1 of the Administration Report of Railways for the year 1900 it is stated that sanction was granted to the Sanganir to Siwai-Madhopur Railway in the Jaipur State, 73 miles, in December 1897, funds to be supplied by the Jaipur State, and to the commencement of the work in February 1898. A reference to the map will show that this line serves a large portion of the territory North of Baran through which the Nagda-Muttra Railway will pass.

13. Other projected lines East of Baran are shown on the map in the Histories of Projects as from Marwar Junction *via* Lambia to Jajpur, Boondi, Kotah and Baran, from Nasirabad to Jaipur, and from Jajpur to Tonk and Paondera, completing the communications by Railway, in a through manner, of a very large tract of the country North of Neemuch. In fact the lines alluded to above as constructed, sanctioned and proposed, taken in connection witn such schemes as H. H. the Maharajah Scindia may have for his territory South and East of Neemuch, practically give all the Railway communication, which can possibly be needed on the West of the alignment of the Nagda-Muttra Railway, by means of feeders to the Rajputana and other Railways.

14. On the east of the alignment of the Nagda-Muttra Railway there are in existence the Bhopal-Ujjain-Nagda and Bina-Baran Railways on the broad guage, as already pointed out, and the Gwalior-Sipri Railway, on the 2 ft. gauge, 72 miles in length.

15. Further North again come the Gwalior-Sabalgarh Railway, which has already been sanctioned by the Gwalior Durbar, and will be commenced this season after the rains. This Railway is to be extended

hereafter to Shiupur, a place not shewn on the map of the Histories, but lying about 50 miles direct North of Baran.

16. Further North again is the Dholpur-Bari Railway which has been proposed as the first section of an eventual branch to Kerowli.

17. It will be seen at once that since the Nagda-Muttra Railway was first proposed, the policy of running out branch lines into that territory, as feeders to the trunk lines on either side, has been largely adopted, and that the existing and projected feeders, with a few unimportant additions, will be sufficient to completely tap all the country lying between the Rajputana and Indian Midland Railways.

18. The whole of this country is, I believe, under Native rule, and all the Capital, at present expended or sanctioned for Railways within it, has been raised by the Native States concerned.

19. Some years ago when the question of converting the Rajputana-Malwa Railway into a broad guage was considered, and again lately, when a through Broad Guage Railway from Baran to Karachi was advocated, an argument against these projects was based on the obligations of the Government of India towards those Native States, which had been induced to invest their Capital in Metre Guage Railways in connection with the Rajputana-Malwa Railway, and whose interests would suffer by the carrying out of the abovementioned proposals.

20. It would seem that there is an equally strong argument in the present case against the expenditure of 351 lakhs of Imperial Capital in constructing a through broad guage line in Native territory, which will do incalculable damage to the railways already constructed in those States out of Native State Capital, and will besides convert the two through State lines on either side of the proposed New through Railway into purely local lines.

21. There can be no doubt that the existing Railways are quite capable of carrying all the traffic which they now get, and that they will be capable of carrying, with small additions to the rolling stocks and an extension of the double line, all the traffic of the intermediate country which is now being so well served by feeder Railways.

22. I would therefore ask, in conclusion, that the Bombay Government may be invited to reconsider their views in regard to the Nagda-Muttra Railway and would suggest that proposals for completing the system of feeder Railways already initiated may be called for, in order that the comparative merits of the two systems of serving that country

may be considered in conjunction with the interests of the existing Railways, before any final decision on the subject is arrived at.—I have, &c.,

H. WENDEN, Agent.

BOMBAY CHAMBER OF COMMERCE, 17th October 1901.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2669, dated 23rd September, covering a copy of a letter addressed to Government by the Agent of the G. I. P. Railway on the 2nd September and relating to the proposals of Government in respect of the Agra-Delhi Chord and to the projected Nagda-Bara-Muttra line.

2. From the arguments used in your letter, my Committee infer that there is some impression that this Chamber does not recognise the advantages inherent in the construction of the Agra-Delhi Chord. They therefore instruct me to say at once that if such an impression exists it is really unfounded. If you will be so good as to refer to this Chamber's letter of the 29th April 1899, dealing with the Nagda-Bara-Muttra scheme, you will see it stated in the 4th paragraph that the Committee's abstention from discussion of secondary projects was "due to their determination that nothing should complicate or detract "from the force of those representations . . . in the matter "of the Nagda-Bara-Muttra Extension." Reference to the second paragraph of the same letter will show that the Committee's criticism of the Agra-Delhi Chord dealt only with its merits as a "fit substitute for the Nagda-Bara-Muttra line." This it obviously could not be, seeing that it does nothing to open up new country. My Committee have dwelt upon this fact in each letter they have had the honour to address to Government in the matter and they desire me to make it clear that nothing they now say in approval of the Agra-Delhi Chord indicates any alteration of view upon that point. They maintain the position consistently held by them and reaffirmed in

their letter of the 21st August, namely, that it is of the first importance to the trade of Bombay and to the development of a fertile tract of country that the southern section of the line in question, from Nagda towards Muttra should be begun in the manner indicated in my last letter. They are unable to adopt the view that the effect of the Nagda-Bara-Muttra Railway would mainly be to draw off traffic from the existing lines, but hold on the contrary that it would largely create new traffic in produce which at present cannot profitably be marketed and is therefore either wasted or not grown. It has been explained that no proposal to substitute the Agra-Delhi Chord for the Nagda-Bara-Muttra Railway was indicated by the Government's letter of the 13th March 1899 ; and I am now instructed to say that the Committee, accepting that assurance, agree with Government as to the utility of the Agra-Delhi Chord. In paragraph 3 of my letter of the 21st August, to which yours is a reply, reference was made to the disappointment felt by the Committee on learning that the said Chord-Line had been dropped out of the revised Railway Projects. They beg accordingly that the local Government may use its best endeavours to procure its restoration to the list of works to be undertaken at once.

3. My Committee therefore desire me to express to you their cordial approval of the proposals indicated in your letter under reply ; but I am to add that, to make these proposals effective, it would be necessary to have running powers, not only to Lucknow but also to Moradabad and Chandausi by way of Alighar. If these facilities can be secured there would result a sensible diminution of the grave disabilities under which Bombay trade has laboured for years.—I have, &c.,

C. H. ARMSTRONG, Dy. Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX D.

PROPOSED LINE OF RAILWAY FROM REWARI TO PHULERA.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY,
including
RAJPUTANA-MALWA RAILWAY.

No. 2547 OF 1901.

AGENT'S OFFICE,
BOMBAY, 15th March 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Although the Government of India do not seem willing to help forward Bombay interests in the matter of the Nagda-Bara-Muttra Railway, there is another line, or rather chord line, which, if pressed, they might agree to construct. The line I refer to is that from Rewari to Phulera, which will have the effect of shortening the lead to Delhi by 45 miles and will thus be very advantageous to the commerce of this port in opposition to that of Karachi.

2. This line has been surveyed by Government and is one in which they have taken some interest and probably would, in time, construct. Recent events have, however, taken place which I think constitute very strong inducements for them to agree to its construction at an early date.

3. During the late famine, Government arranged with the Jeypore Durbar to employ famine labour on the earthwork of this line and a considerable portion of the same has been completed. There are therefore two reasons why it is desirable that the project should be carried out. In the 1st place, any earthwork thrown up, will, if left as it is a year or two, gradually disappear under climatic influences and the whole expenditure will then be wasted. In the second place, the Jeypore Durbar having expended a considerable amount of money on the earth work as a famine work have a right to expect that Government should utilize the same to some good purpose.

4. It is, I think, possible that in addressing the Government of India in this matter we should have the support of the Political Department.

I would suggest therefore that it would be advisable for you to move in the matter. I may remark that the Government of India are, I believe, anxious to carry out the Baroda-Godhra Chord before very long. I am not actually aware as to whether they propose to do this with their own funds or with those of the Baroda Durbar. If the former, then I would urge that the money would, in the interests of the Port of Bombay, be better expended on the Rewari-Phulera Chord.—I have, &c.,

H. D. OLIVIER, Lt.-Col., R.E., Agent.

BOMBAY CHAMBER OF COMMERCE, 22nd March 1901.

The AGENT, B. B. & C. I. Railway.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your letter No. 2547, dated 15th current, and to thank you for having given the Members an opportunity of considering the project therein referred to.

I am to say, however, that the Committee are disposed to believe that the considerations recounted in para. 3 of your letter create a probability that the Chord-line in question will be undertaken by Government without representations from the Chamber, while they are most anxious to avoid such prejudice to the strong position they desire to maintain in regard to a larger scheme, as might result from advocacy by them of project of relatively slight importance.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX E.

INCREASED FACILITIES FOR THE CARRIAGE OF GOODS TO BOMBAY.

BOMBAY CHAMBER OF COMMERCE, 31st July 1901.

The SECRETARY to GOVERNMENT, Public Works Department, (Railways), Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to beg that His Excellency the Governor in Council may be pleased to take into consideration the very serious impediments to Bombay trade with the North-West, offered by the failure or refusal of the Railways in that region not directly connected with this port to furnish rolling-stock for the carriage of goods destined for this side of India. The trouble is not a new one, and regulations designed to obviate it have been in existence for years ; but the fact that these regulations have continued for so long a period to be set aside by the Companies to which they apply is precisely what induces my Committee to address you.

2. Bombay is the natural outlet of large tracts of country in which these disabilities are maintained in force. This statement is not based on mere theory or on any abstract deduction from the map, though these palpably confirm it. It is founded on that which is the only reliable basis of conclusion in commercial matters ; the fact that traders in the districts referred to prefer to send their goods to Bombay. It must be the object of all communications to enable trade to flow freely in its natural channels ; and it is obviously the function of any administration charged with the control of national communications to see that no artificial barrier is opposed with the object of diverting it from that which it has found to be the line of least resistance. To permit such artificial obstruction is not

only to countenance an injustice to a particular port and a particular group of merchants. It is also to sanction absolute waste to the whole community by the forcible displacement of commerce and its subjection to unnecessary charges and inconvenience for the sole behoof of those Railways that systematically set at nought certain of the rules prescribed for the performance of their functions.

3. Under the Railway Act, No. IX of 1890, the duties of Railway Administrations to arrange for receiving and forwarding traffic without unreasonable delay and without partiality are defined. In clause 42 of that Act, the general conditions upon which Railway Administrations shall receive and forward all descriptions of traffic, without subjecting any particular person or Railway Administration to undue disabilities in any respect whatsoever, are detailed. Those general conditions include the provisions that—

(*a*) No obstructions shall be offered to the public desirous of using such Railways as a continuous line of communication.

(*b*) The facilities to be afforded shall include the due and reasonable receiving, forwarding and delivering of through traffic by every Railway Administration, at the request of any other Railway Administration.

These provisions are, it is understood, amplified and more precisely defined in the Conference Regulations in such a manner as to leave no room for doubt that it is the duty of the Railways upon which traffic originates to provide wagons for that traffic irrespective of its destination. The said Regulations include arrangements for the interchange of stock, framed with the object of enabling the forwarding Railway to meet its obligations in respect of through traffic without suffering undue hardship in consequence of the absence of its stock on Foreign Railways. Under these circumstances the Committee are of opinion that if traffic for one port is provided by a particular

Railway Administration with wagons to the detriment of traffic for another port, the action of that Railway Administration constitutes undue preference under the Railway Act.

4. That the Railways in the North of India do systematically ignore the regulations cited, with the purpose and with the effect of denying to the trade of that region access to that channel which it prefers, has, my Committee believe, been for years a matter of common knowledge ; and in fact they find it difficult to suppose that the fact is unknown to the Department of Government charged with the supervision of such matters. But the Members desire that no room should be left for a supposition that they acquiesce in a condition which deranges and embarrasses their business increasingly. The effect of the practice complained of is that at the busiest time of the year, when every nerve has to be strained to carry out commercial obligations, a state of dead-lock is induced and goods booked for Bombay at stations on the N.-W. and E. I. Railways are stopped for weeks with the single alternative of diversion to Calcutta or Karachi.

5. Before addressing Government, the Committee have made enquiries concerning specific instances of obstruction which have occurred during this season ; and, without troubling Government with the details of the evidence, they may say that it was such as to leave no doubt—where, it must be said, none existed before—as to the common neglect of the regulation cited, by the E. I. Railway on the sections between Jubbulpore and Allahabad and between Kaga and Etawah, by the N.-W. Railway, north of Ghaziabad, and by the Oudh and Rohilkhand Railway beyond Lucknow and Allyghur.

6. That there may be no doubt as to the deficiency of goodwill in the matter, the Committee desire to cite only one typical case. During May and the first half of June, when the obstruction of Bombay traffic on the E. I. Line was severe, and large quantities of goods for this port were lying at the stations on that Railway for want of wagons which the Company pro-

fessed themselves unable to supply, such a substantial quantity of rolling-stock as would have gone far to relieve the tension, if placed where required, was thrown into Cawnpore where it was known that the Railway having direct communication with Bombay was in a position to deal with all the traffic offered. Not only was Bombay trade denied the use of that stock to which it was under the existing regulation entitled, but that stock was actually used to compete with and embarrass it in another quarter.

7. The experience on the Punjab Railways has been of the same nature ; and both there and in Oudh goods for Bombay have been detained throughout a long series of weeks. On the N.-W. Railway in particular the obstruction, so far as Bombay was concerned, was at times almost absolute ; and when one of the Bombay Railways offered to send up wagons to bring down the goods delayed, their action bade fair to be frustrated by that of the intermediate Railway, which claimed to stop and make use of any wagons despatched to the Punjab Railway over their system. In one case this was actually done. The period during which it was, in defiance of regulations, made necessary for the Bombay Railways to send up their own rolling-stock to get at the goods lying at stations on foreign lines was not a short one ; and the Committee are informed that between 18th May and the 2nd July, the G. I. P. Railway alone supplied no less than 960 wagons in this way.

8. In the face of such a state of matters, my Committee conceive that they would be abrogating their first duty if they remained passive ; and they accordingly direct me to beg respectfully that the Local Government will use its best endeavours to have a stop put to the abuses in question. In their view, alternative courses are open. Either (*a*) the existing regulation should be enforced, or (*b*) the Railways leading to Bombay should simply be given running powers over the E. I. Railway system from Jubbulpore to Allahabad, over the Oudh and Rohilkhand Railway, and over the Punjab Railways as far as Saharanpur. The former of these two alternatives is no doubt

technically the more legitimate ; but in view of the many difficulties attending its effective prosecution, my Committee believe that the Government would find the extension of running powers to afford the better remedy.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 2591 of 1901.

P. W. Department, Railway Branch.
Bombay Castle, 10th September 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to inform you that this Government have forwarded your letter dated the 31st July 1901 for the consideration of the Government of India.—I have, &c.,

J. WILLCOCKS, Offg. Secretary to Government.

APPENDIX F.

PROPOSED RAILWAY AT ADEN.

No. 2723 OF 1901.

GOVERNMENT OF BOMBAY.
P. W. DEPARTMENT, RAILWAY BRANCH.
BOMBAY CASTLE, 27th September 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, herewith, copies of a letter No. 2714 M. W., dated 29th July 1901, from the Secretary to the Government of India, Military Department, to the address of this Government and of its enclosures, relative to a proposal to construct a light Railway from Towahi at Steamer Point, Aden, to the Frontier line beyond Sheik Othman, with branch lines to the Arsenal and the Conservancy ground and to request that with the permission of your Chamber, you will kindly circulate these documents amongst such Firms as are likely to consider the project.

2. Any proposals which a Firm may desire to make on the subject should be forwarded by it to this Department.—I have, &c.,

J. F. PEREIRA,
For Offg. Under Secretary to Government.

No. 2714—M. W.

GOVERNMENT OF INDIA.

MILITARY DEPARTMENT.
SIMLA, the 29th July 1901.

To the SECRETARY to the GOVERNMENT of BOMBAY, Political Department.

SIR,—With reference, to Military Department letter No. 1987-M. W., dated 11th August 1899, in which Messrs. Bienenfeld & Co. were refused a concession for an electric tramway at Aden to connect the Crater with Steamer Point, I am directed to say that the Government of India have recently had under consideration a proposal to construct a metre-gauge railway from Towahi at Steamer Point, Aden, to the frontier line beyond Sheik Othman with branch lines to the arsenal and the conservancy ground.

2. It appears to the Government of India that the construction of any railway of broader gauge than 2 feet 6 inches would be out of the question, and that the conditions appear to point to the adoption of a steam tramway similar to that in use at Calcutta.

3. It is however, unlikely that the scheme for the Aden railway will find a place in the railway programme for some time, and I am to suggest that it might be possible to arrange for the construction of the line by private enterprise, if suitable terms are offered.

4. I am, therefore, to ask that, under the orders of His Excellency the Governor in Council, the necessary steps may be taken to approach responsible firms in Bombay or Calcutta with a view to their consideration of the project. A copy of a note on the original proposals and of letter No. 1373-C., dated 25th September 1900, from the Director-General of Military Works are forwarded for information. The Director-General of Military Works will be asked to furnish direct any further details or particulars which are required.—I am, &c.,

J. LIDDELL, Captain, R. F.,
for Secretary to the Government of India.

From Major-General S. C. TURNER, Director-General of Military Works, to the SECRETARY to the GOVERNMENT of INDIA, Military Department,—(No. 1373-C, "Communications—Railway," dated Simla, the 25th September 1900).

With reference to the correspondence ending with Military Department letter No. 1987-M. W., dated the 11th August, 1899, communicating the orders of the Government of India on an application by Messrs. Bienenfeld & Co., for permission to construct an electric tramway at Aden, I have the honor to submit, for favour of scrutiny, the accompanying documents relating to a project for the construction, from imperial funds, of a light railway from Steamer Point to Sheikh Othman at Aden ; and, with regard thereto, to offer the following remarks.

2. The want of a rail or tramway at Aden has been felt for many years past, and the necessity for providing one has been strongly urged on military, commercial, sanitary and other grounds. In view of this fact, and of the decision conveyed in the Military Department letter cited above, I, at the instance of His Excellency the Commander-in-Chief, called upon the Chief Engineer, Bombay Command, for proposals for, and an approximate estimate of, the cost of constructing a tramway between Steamer Point and Sheik Othman. In response to this call, the Chief Engineer has submitted the project which is herewith forwarded and which has been prepared by Major R. F. Allen, Commanding Royal Engineer, Aden District.

3. This project, the total cost of which amounts to Rs. 7,84,409, provides for a metre-gauge railway, 12 miles in length, extending from Towahi at Steamer Point to the frontier line beyond Sheik Othman and including branch lines to the Arsenal and the conservancy ground. Major Allen's report explains very thoroughly the details of the project, which therefore, need not be dwelt upon by me.

4. The project has been approved of by the local military authorities. From the enclosed copy of letter No. 4510, dated the 16th August 1900, it will, however, be observed that the Chief Engineer and the Lieutenant-General Commanding the Forces, Bombay, whilst agreeing unreservedly to the alignment which has been proposed by the Commanding Royal Engineer for the railway in question, consider that a 2′ 6″ gauge line using rails weighing 36 lbs. to the yard would suffice for all traffic at Aden, and would be considerably less costly than the metre-gauge line which has been estimated for. The Chief Engineer, moreover, is of opinion that the revenue (1·86 per cent.) mentioned by the Commanding Royal Engineer as the annual profit likely to be yielded by the proposed railway has been considerably under-estimated. He (the Chief Engineer) calculates that the line should yield an annual profit of more than 7 per cent. and the Lieutenant-General Commanding the Forces thinks that a return even greater than that reckoned on by the Chief Engineer may be expected.

5. Major Allen's project is very complete, and I agree with his suggestions as to alignment, etc., with the following exceptions :—

(*a*) The line at the Steamer Point end should be extended to the plain between Forts Morbut and Tarshayne, or even further in the direction of Telegraph Bay ; and it should certainly run on to the Crater, either by extending the Arsenal branch or by laying a branch line from the Maala station through the Main Pass. The latter would be the best for securing the traffic, but the tunnel through the Main Pass would be expensive. I consider these extensions most necessary, as without them a considerable amount of the traffic at Aden would continue to be carried on, as at present, along the road by carts and on foot.

(*b*) The Commanding Royel Engineer's proposal to run the Arsenal branch of the line through the road tunnel existing between the smaller and larger Isthmus does not appear to me to be a good one. My reason for holding this opinion is, that as the

line has a sharp curve on the approach to the tunnel, an engine could not be seen till it was close to the entrance, and the road through the tunnel is distinctly stated to be a driving road. I recommend a separate tunnel for the railway.

(c) The scale of accommodation of 120 square feet per man, allowed for by the Commanding Royal Engineer for drivers, guards etc., is inadequate. Some of these men would be Europeans, Eurasians or at least Parsis and they would require more accommodation.

(d) The Commanding Ryoal Engineer's allowance of rolling-stock seems to be very meagre.

(e) There is no apparent reason to suppose that second-hand serviceable materials for a metre gauge railway could be obtained from India for use at Aden.

6. I quite agree with the opinion, expressed by the Chief Engineer and supported by the Lieutenant-General Commanding the Forces, that a 2" 6" gauge line should suffice for all the traffic likely to be obtained at Aden, and that it would be less costly than a metre gauge line so far as the permanent way is concerned; but I certainly do not follow the Chief Engineer when he assumes that the adoption of a 2' 6" gauge would cause a very considerable reduction in the Commanding Royal Engineer's project under the head of rolling-stock: it appears to me that with such a gauge more carriages would be required than would be needed on a metre gauge line.

7. I would now request the favour of the accompanying project being transmitted to the Public Works Department with a view to obtaining the opinion of the railway authorities on the project generally and particularly on the following points, viz:—

(i) The estimated cost as arrived at by Major Allen.

(ii) The gauge to be adopted.

(iii) The financial return which proposed line is likely to make.

(iv) The suggestion, advanced by me, to extend the proposed line in direction of Telegraph Bay and to the Crater; and the approximate cost of such extensions.

(v) The minimum weight of rails to be used on either a 2' 6" or a metre gauge line.

(vi) The quantity of rolling-stock that would be required for a railway, such as that proposed to be constructed at Aden, on either a 2' 6" or the metre gauge.

8. I also enclose, for reference, a map of Aden on which I have enfaced the proposed line of railway. This map exhibits the nature of the country through which the railway will have to pass, which information is not very clearly defined on the drawings accompanying the project.

From the CHIEF ENGINEER, Bombay Command, to the DIRECTOR-GENERAL of MILITARY WORKS.—

(No. 4510, dated 16th August 1900).

With reference to your No. 1062-C, dated 16th July 1900, and previous correspondence, I have the honour to forward an estimate amounting to Rs. 7,84,409, and eight plans prepared by the Commanding Royal Engineer, Aden, for the construction of a metre gauge railway from Steamer Point to Sheik Othman.

The total length of the railway is 12 miles and the cost amounts therefore to Rs. 65,367 per mile, including rolling-stock, or Rs. 39,568 per mile without.

2. The want of a tramway or railway at Aden has been felt for a considerable time, and in 1898 a proposal to allow a private company to start an electric tramway was recommended by the local authorities and supported by the Lieutenant-General Commanding, Bombay. It was submitted to the Government of India for sanction which (in letter No. 1987-M-W, dated 11th August 1899, from the Secretary to the Government of India, Military Department, to the Director-General, Military Works) it was stated the Government of India were unable to accord.

3. His Excellency the late Commander-in Chief, General Sir William Lockhart, was of opinion that a tramway at Aden was necessary and this estimate was, therefore, called for.

4. There are many advantages that would be gained if a tram or railway was provided out to Sheik Othman. Perhaps the greatest boon would be that all the night-soil of the garrison could be conveyed in closed receptacles out to Sheik Othman and there utilized in cultivation. The rocky nature of the soil makes it very difficult to dispose of the night-soil satisfactorily in the station, and Major Davies, R.A.M.C., in his sanitary report on Aden has recommended the conveyance of the night-soil outside the fortress to Sheik Othman instead of disposing of it as is at present done in pits in Gold Mohur* Valley.

* Named after a Captain in the Peninsular and Oriental Service and not after the Gold Mohur tree.

5. Another and very great advantage that would be gained is that with easy means of communication to Sheik Othman, the overcrowding of natives in the fortress could be reduced. The labour that is employed in Aden could be housed in Sheik Othman, and come into Aden in the morning and leave again at night. Aden itself could, therefore, be kept in a much better sanitary condition than is possible at present.

6. Brigadier-General Creagh, V.C., lately commanding at Aden took me to see the cultivation that is being carried on at Sheik Othman, and it is no doubt possible to grow vegetables and forage there. If the produce can be taken into Aden by train, it will cheapen its cost.

7. The same authority also is of opinion that the construction of the railway would be equivalent to increasing the strength of the garrison, as it would confer additional mobility on the troops and facilitate the transport of the movable armament. I am doubtful how far the use of the train would expedite movements of troops as the length covered by the railway in the fortress is only about four miles in a straight line, but there is no doubt that it would be of great use in the transport of Ordnance and Commissariat Stores.

8. It is also, I believe no secret that General Creagh was of opinion that if the railway was built as far as Sheik Othman, the native Chiefs in the interior would, in time, desire its extension inland to enable produce to be brought more cheaply into Aden than is possible at present. As some of the interior is very fertile, this would no doubt ameliorate very greatly the conditions of life at Aden by enabling articles of food for man and beast now unobtainable or only obtainable at great cost to be readily and cheaply procurable. It is believed that in the future the importance of Aden is likely to increase rather than to diminish, and that money spent in improving the conditions of life there would be well laid out.

9. There is no doubt therefore that the construction of a railway at Aden is most advisable, but the next question is what will it cost and will it pay? The cost of the railway is as already stated, estimated at Rs. 7,84,409, and the Commanding Royal Engineer on page 33 of his report shows that there may be according to his calculation a return from passenger traffic only of 1·86 per cent. It is feared that if something better than this cannot be shown there is small probability of the railway being built.

10. The first question naturally is whether the total cost cannot be reduced. It is proposed to build the line on the metre gauge and the cost of the project is divided between Rs.4,74,824 for the formation of the line permanent-way, etc., and Rs 3,09,585 for the rolling-stock. I think the

Commanding Royal Engineer is right in stating that the adoption of smaller gauge will not affect materially the cost of the former for the reasons he gives.

11. I have a copy of a note made by Sir G. Molesworth on a proposed tramway in Assam. It was proposed at first to have an 18lb. rail for a 2½ gauge tramway; Sir G. Molesworth said he thought this was a mistake. "With so light a rail either the power of the locomotives must be limited and the work of traction costly or the wear of the rails and tyres excessive. A similar mistake was made in the Gaekwar's railway, 2½ feet gauge. I do not know what the original weight of the rails was but they were found to be too light and were taken up and replaced by 30lb. rails. A similar mistake was made also on the Festiniog railway, 2 feet gauge. The original weight of the rails was 16lbs. to the yard. These were found to be too light and were replaced by 30 lb. rails. These in their turn were found to be too light and were replaced by 46lbs. rails. I think that the 36lbs. per yard is the very lightest that should be adopted with sleepers 4′ 6″ × 9′ × 4½″ 3 feet apart." The Commanding Royal Engineer has allowed for 45lbs. rails, so not much saving could be effected by the adoption of 36lbs. rails for a smaller gauge; but as regards rolling-stock I think, the amount should be susceptible of considerable reduction.

12. There seems to be an idea that second hand metre gauge rails and rolling-stock may be available for transfer from India. I do not know on what grounds this is based. Unless metre gauge lines are converted into 5′ 6″ gauge ones on a considerable scale, I do not think that with the large amount of metre gauge line open in India there are likely to be much rolling-stock and rails available for transfer in sufficiently good condition and at such cheap rates that it would pay us to take them. If, however, I am wrong and such rolling-stock and rails are available, the estimate may at once be reduced and the metre gauge for the line approved. But if this not the case, I think every endeavour should be made to reduce the cost in some other way.

13. At Aden the railway is in connection with no other line and so there is no question of break of gauge, nor is rolling-stock likely ever to be transferred from India to it. There appears to me therefore to be no advantage in having the line of the same gauge as railways in India. From Cole's book on light railways it appears that the rolling-stock for a 2′ 6″ gauge is, as a matter of fact, considerably less costly than that for a metre gauge line, although some authorities say that it need not be so.

14. I think the line laid out by the Commanding Royal Engineer, Aden, is a good one, but that with the view of reducing the total cost the gauge should be altered from metre gauge one to 2' 6." I think there is no doubt that such a line would be able with 36 lbs. rail to carry all the traffic and would be suitable for extension into the interior if necessary. One of the adventages of narrow gauge railway is said to be that for the amount of passenger and goods traffic, the dead weight of rolling-stock to be hauled is less than with bigger gauges.

15. It is to be noted in the report of the Commanding Royal Engineer that in calculating his profit of 1·86 per cent. he only takes into account passenger traffic and makes no allowance for goods traffic (see paragraph 27 of his report). On page 4, however, he states that salt, chunam, firewood, produce from Lahej, will, it is considered, be brought in by the line, and there is also the sewage to be carried out. The detail of the goods traffic now existing is shown on page 5 of his report, and it is also stated that the daily takings of licensed carriages between the Crater and Steamer Point are Rs. 786. He, however, allows only for Rs. 2·0 per day as takings by the railway. Considering that it is anticipated that many people who now live at the Crater will move to Sheik Othman. I think the Commanding Royal Engineer must have very considerably under-estimated the probable passenger traffic on the line. He takes a fare of one anna from Sheik Othman to Tawahi by train and says many natives pay two annas for a passage by boats. I think probably one anna would do for the coolies, but many respectable natives would probably pay double this for passage in a superior class. Taking all things into consisideration, I think that *at a moderate estimate* the passenger taaffic might be reckoned to bring in double what the Commanding Royal Engineer allows, *viz.*- 3·72 per cent., and that the goods traffic would equal the passenger, *i.e*, that the line might fairly be expected to pay over 7 per cent. When vessels stay at Aden for the day many passengers would I think, be glad to take a trip out to Sheik Othman or to the Crater and a good deal of revenue could be obtained in this way. The people at Aden evidently believe in the prospects of the line, or they would not wish for a concession to make one.

16. I am not making enquiries as to the cost of rolling-stock for a 2' 6" guage line, etc., as I think the best procedure now would be to hand the project over to the Railway Department of the Government of India for criticism and with the suggestion that the original cost of the project be reduced as much as possible by reducing the guage to 2' 6." The line suggested by the Commanding Royal Engineer and the arrange-

ments proposed by him seem as far as I am able to judge sound. It is evidently most necessary not to allow the railway to interfere with the driving road along the sea front and the Commanding Royal Engineer has aligned the railway so as to avoid doing this.

17. I have laid the papers before the Lieutenant-General Commanding and am directed to state that he concurs in what has been written above and thinks that the return will be even more than I have noted. I am to say that he very strongly recommends the scheme for the sanction of Government of India.

P.S.—As regards the possibility of reducing the cost of the rolling-stock by reducing the guage, I may point out that the Commanding Royal Engineer, Aden, has no doubt correctly entered £2,200 as the cost of a metre guage engine. In the estimate for the Quetta tramway, 2′ 0″ gauge, £800 was entered for a locomotive. I was informed that the Manager of the North-Western Railway was of opinion that the cost was if anything underestimated, but the Quarter-Master General in paragraph 4 of his letter No. 88-B., dated 20th March 1900, to your address, copy forwarded with your No. 1322-B, dated 5th April 1900, said that £800 appeared to him a large price for a 2′ gauge locomotive. I think the Quarter-Master Generl must have been misinformed by whomever it was that supplied him with this information. There is no doubt that if we reduce the gauge of the railway at Aden to 2′ 6″ we shall slightly reduce the cost of the permanent-way and very considerably reduce the cost of the rolling stock and the 2′ 6″ guage appears to me to be the most suitable one to adopt.

ADEN RAILWAY.—1125 miles long.

1. We are asked to give an opinion on the project for the metre gauge Aden Railway generally, and on certain points in particular.

I.—The probable cost of the metre gauge project submitted by Major Allen.

2. The metre gauge has been chosen it is stated (paragraph 5 of the report) "as a smaller gauge would not be able to carry all the people that would have to come in and out of Aden in the time required. The traffic would be all one way in the morning and the other in the evening. Moreover, the adoption of a metre gauge will allow of the utilisation of second hand rails and trucks if available and not too worn." The requirements of the scheme, however, appear to be more suitable for a steam tramway than a railway of metre gauge, but this will be noted on under the head of gauge.

3. The alignment has been approved by the civil and military authorities and apparently is selected to avoid interference with the roads as much as possible. The following points are noted in the grading :—At chain 50 the cutting through Hedjaff Cliff could apparently be lessened by introducing 1 in 200 grades through the little Pass.. At chain 150 the Maala Station level should be extended for about 800 feet up to the face of the tunnel so that the tunnel spoil will go into bank. If these suggestions are adopted some economy would be obtained.

4. As regards the Arsenal Branch the proposal to utilise the present tunnel, by lowering the present road, is feasible and economical, and so long as the traffic is light and proper signalmen employed, the objection raised by the Director-General of Military Works for preferring a separate tunnel is hardly sufficient to justify its cost, which would, judging from the rates quoted, be about Rs. 80,000 for a tunnel 400 feet long.

5. *Formation.*—The proposed 10 feet formation width is a little narrow for metre gauge ; the economy resulting will be in time more than outbalanced by the waste of ballast falling down the slopes. I would propose to widen it to, say, 14 feet at least against the economies suggested in paragraph 3.

6. The rates for earthwork vary from Rs. 15 to Rs. 25 per thousand for very light work, and Rs. 80 to Rs. 100 for rock cutting. These are apparently Aden rates, but a contractor might possibly be found who would import Mekranis from Karachi, who would work for less.

7. *Tunnelling.*—Isthmus tunnel is estimated at 174 square feet area by 360 feet length = 262,640 cubic feet at Rs. 300 per thousand or Rs. 50 per lin. foot which is too little both in quantities and cost. This tunnel cannot be built for less than Rs. 200 per lin. foot at Aden rates, if the rock is such as to require a skin of masonry in the roof to protect the rock from coal fumes. The cost will, therefore, be Rs. 72,000 as a minimum. Lowering the level of the arsenal tunnel will probably, at Aden rates, cost Rs. 20 per thousand or Rs. 7,560.

The above figures increase the estimate by Rs. 47,922. If a tunnel distinct from the road is made for the arsenal branch, the cost will be 400 feet × Rs. 200 = Rs. 80,000, thus still further increasing the estimate by Rs. 72,440.

8. *Ballast and permanent-way.*—The rate for rails is taken at £7 per ton instead of £7-10, but the excess differences in other items bring the total to a sufficiently close approximation.

9. *Stations and buildings and staff quarters.*—The estimates appear adequate, but the provision of platforms at stations might be omitted except a goods loading platform were actually found necessary.

10. *Workshops, station machinery and staff quarters.*—The provision of a second engine shed at Tawahi as proposed appears unnecessary.

The arrangement for water-supply is not definitely stated in paragraph 18 of report. Brakish water would be very bad for the engines, and it is safer and cheaper to put up condensers for the railway alone rather than to use brakish or very condensed water.

Workshops are represented as costing Rs. 1,200 only on the understanding (paragraph 19) that a Government workshop is to be established at Morbut on the Telegraph Bay Extension. The building and the machinery would surely form a charge against the Railway, so there is no reason why it should not be shown in the present estimate ; Rs. 1,00,000 may therefore, be added to the estimate ; this would fall under the estimate heads of workshops and store buildings staff quarters and plant (locomotive).

11. *Plant.*—The plant estimated at Rs. 7,286 for the line is inadequate, and represents only what may be chargeable to engineering plant for open line and contingencies of construction plant. Carriage and wagon plant and station and office furniture should be provided for. Rs. 5,000 for the former and Rs. 1,000 for the latter will meet first requirements.

12. Thus the total cost of the Railway, exclusive of rolling-stock, would be raised from Rs. 4,74,824 to Rs. 5,28,746 or Rs. 47,000 per mile to cover the additions recommended in paragraphs 7 and 11. If the workshops referred to in paragraph 10 are charged to the Railway, and if the separate tunnel on the arsenal as recommended by the Director-General of Military Works be adopted, the cost will be raised to Rs. 7,08,746 or Rs. 63,000 per mile.

13. *Rolling Stock.*—The Director of Railway Traffic notes as follows :—

> At page 31 of the report it is estimated that two trains each way will carry the traffic in and out, and apparently the estimate of upper class stock is based on this understanding.

For the carriage of passengers the idea of using open wagons must be abandoned. They not only give a bad load, but would lead to accident. The Government of India discourages their use, and as a third takes very

nearly double what a low-sided wagon can, thirds had much better be supplied for passenger traffic, more especially when the climate of Aden is considered.

Assuming that there are one upper class carriage and two brake-vans on each train, and that the load a metre gauge engine can haul is 32 vehicles, and a narrow (2′ 6″) gauge engine can haul is 23, there remain 29 and 20 vehicles, respectively according to the gauge of the line, for the carriage of third class passengers. If these are all thirds, they will carry 928 and 480 passengers respectively.

The presumption is that all the coolies will require to be deposited in Aden within a given time, and that the same rake of vehicles cannot make two trips in the morning (it would take 2½ hours to do so at a speed not exceeding 15 miles an hour). To carry a traffic of 1,600 passengers, every morning and the same number every evening, it will, therefore, be necessary to have—

Two composites as provided and 50 thirds against six allowed for.

Or, if the use of low-sided wagons is to be permitted, there will be necessary the following trains :—

		Passenger.		
1st Train.				
Composite	...	1	or	1
Brake-van	...	2	,,	2
Thirds	...	6 = 192	,,	6 = 192
Wagons	...	23 = 460 at 20 per truck.	,,	23 = 575 at 25 per truck.
2nd Train.				
Composite	...	1	,,	1
Brake-vans	...	2	,,	2
Wagons	...	29 = 580 at 20 per truck.	,,	29 = 725 at 25 per truck.
3rd Train.				
Composite	...	1	,,	1
Brake-vans	...	2	,,	2
Wagons	...	19 = 380 at 20 per truck.	,,	5 = 125 at 25 per truck.
Total	...	1,612		1,617

In other words, the stock will have to consist of not less than 3 composites, 6 brake-vans, 6 thirds and 71 wagons or 57 if 25 passengers are loaded in each.

The provision of stock, both engine and vehicle, is altogether under estimated. It would be absolutely impossible to work such a traffic as that mentioned with the stock allowed for.

For goods traffic, I think it would be much better in every way if military type wagons with flap and end doors were provided. They would then be available for general use. A low-sided wagon is not the most suitable wagon, and, except for coal, they are not liked. It is understood that trucks are not required for the movements of artillery.

There is no reason why the brake-vans should not be of a composite nature. It is not intended, I presume to carry produce by these trains (if there grows up a traffic in this, a wagon could be attached). The brake-vans should, therefore, be a combined brake-van and third.

The following statements show the number and cost of metre gauge and 2′ 6″ gauge stock considered necessary if (1) thirds and wagons are used and (2) if the use of wagons for carriage of passengers is not permitted :—

I

METRE GAUGE.			2-FOOT 6-INCH GAUGE.		
1st Train.		*Passengers.*	*1st Train.*		*Passengers.*
Composite	1		Composite	1	
Brake-vans and thirds combined	2 = 48		Brake-vans and thirds combined	2 = 44	
Thirds	6 = 192		Thirds	8 = 192	
Wagons	23 = 460		Wagons	12 = 240	
		700			476
2nd Train.			*2nd Train.*		
Composite	1		Composite	1	
Brake-vans and thirds combined	2 = 48		Brake-vans and thirds combined	2 = 44	
Wagons	29 = 580		Wagons	20 = 400	
		628			444
3rd Train.			*3rd Train.*		
Composite	1		Composite	1	
Brake-vans and thirds combined	2 = 48		Brake-vans and thirds combined	2 = 44	
Wagons	12 = 240		Wagons	20 = 400	
		288			444
		1,616	*4th Train.*		
			Composite	1	
			Brake-vans and thirds combined	2 = 44	
			Wagons	10 = 200	
					244
					1,608

—	Metre gauge.				Total cost.	2′ 6″ gauge.				
	Number for actual use.	Under repairs at 20 per cent.	Total.	Rate.		Number for actual use.	Under repairs at 20 per cent.	Total.	Rate.	Total Cost.
				£. s.	£. s. d.				Rs.	Rs.
Locomotives	3	1	4*	2,200 0	8,800 0 0	4	2	4 heavy* / 2 light.	31,200 / 27,795	1,24,800 / 55,590
Brake-vans and thirds combined ...	6	1	7	137 10	962 10 0	8	2	10	2,306	23,060
Composites, first and second ...	3	1	4	300 0	1,200 0 0	4	1	5	4,505	22,525
Thirds	6	1	7	140 0	980 0 0	8	2	10	1,400	14,000
Covered goods wagons	64	13	77	140 0	10,780 0 0	62	12	74	800	59,200
					22,722 10 0					2,99,175
Add other charges at 23 per cent ...	...	...	...	...	5,266 3 6	Other charges on six new engines at 23 per cent.				41,490
Total ...	...	...	...	...	27,948 13 6	Re-erection, freight and landing charges on rolling stock at 13 per cent.				15,442
					or					
					Rs. 4,19,230					3,56,107

* This number would probably be found too small for a regular traffic.

II.

METRE GAUGE.

1st Train.

		Passengers.
Composite	1	
Brake-vans and thirds combined	2 = 48	
Thirds	29 = 928	
		976

2nd Train.

Composite	1	
Brake-vans and thirds combined	2 = 48	
Thirds	18 = 576	
		624
Total ...		1,600

2-FOOT 6-INCH GAUGE.

1st Train.

		Passengers.
Composite	1	
Brake-vans and thirds combined	2 ... 44	
Thirds	20 ... 480	
		524

2nd Train.

Composite	1	
Brake-vans and thirds combined	2 = 44	
Thirds	20 = 480	
		524

3rd Train.

Brakevans and thirds combined	2 = 44	
Thirds	21 = 504	
		548
Total		1,596
The remaining four passengers being put in the carriages on any of the three trains		4
Total ...		1,600

	Metre Gauge.				Total Cost.	2′ 6″ Gauge.				
	Number for actual use.	Under repairs at 20 per cent.	Total.	Total.		Number for actual use.	Under repairs at 20 per cent.	Total.	Rate.	Total Cost.
				£. s.	£. s. d.				Rs.	Rs.
Locomotives	2	1	3*	2,200 0	6,600 0 0	3	1	4* (heavy.)	1,200	1,24,800
Brake-vans and thirds combined ...	4	1	5	137 10	687 10 0	6	1	7	2,306	16,142
Composites, 1st and 2nd	2	1	3	300 0	900 0 0	2	1	3	4,505	13,515
Thirds	47	10	57	140 0	7,980 0 0	61	12	73	1,400	1,02,200
Total ...					16,167 10 0					2,56,657
Covered goods wagons for merchandise traffic.	10	2	12	140 0	1,680 0 0	10	2	12	800	9,600
Total ...					17,847 10 0					2,66,257
Add other charges at 23 per cent ...					4,104 18 6	Add other charges on four new engines at 25 per cent.				28,704
Total ...					21,952 8 6	Re-erection, freight and landing charges on rolling stock at 13 per cent.				18,389
					or					
					Rs. 3,29,286				Total ...	3,13,350

* This number would probably be found too small for a regular traffic.

It is extremely improbable that any second-hand rolling stock would be procurable on any of the Indian railways so that new stock should be estimated for.

14. Adding the cost of metre gauge rolling stock to the figure given in in paragraph 12 above, the cost may be taken at Rs. 11,27,976 or Rs. 1,00,265 per mile if thirds and wagons are used as noted in paragraph 13, and Rs. 10,38,032 or Rs. 92,270 per mile if wagons for the carriage of passengers is not permitted, which is certainly heavy for what can hardly be classed except as a suburban tramway. Both the above figures include—

	Rs.
Workshops referred to in paragraph 10	1,00,000
Tunnel on arsenal line recommended by Director-General, Military Works	80,000
Total ...	1,80,000

The Director of Railway Traffic in his note, paragraph 13, estimates the cost of 2′ 6″ stock. This brings up the second point referred for opinion.

II—The gauge to be adopted.

15. If the alignment selected is to be considered as obligatory, and it is essential to avoid any interference with the main driving roads of the station, then it may be agreed that the saving due to the simple substitution of 2′ 6″ gauge with 35 lb. rails for 3′ 3⅜″ with 41½ lb. rails would not save much more than the following, viz.—

	Rs.
Tunnelling	12,000
Bridge work	*Nil.*
Ballast	10,000
Permanent-way	23,000
Total ...	45,000

16. But it seems open to question whether Aden can afford a suburban railway quite clear of all roads, and whether it should not, like other towns of greater importance, face the not very serious inconvenience of a tramway alongside at least some portions of its roads and through some of its existing tunnels, in order to obtain the advantage of improved

communication and sanitation. Calcutta, for instance, has a steam tramway from the north end of Chowringhee into Kidderpore, which must certainly carry fully 2,000 passengers a day and nobody finds it much inconvenience. There is also the Howrah Ampta (2′ 0″) light railway which passes along a very crowded thoroughfare in Howrah and runs an average of 3·69 trains per diem each way, and carries a traffic averaging 2,100 passengers and 18·4 tons of goods per diem.

17. I think, therefore, that the conditions seem to point to the adoption of a steam tramway of certainly not more than 2′ 6″ gauge. With sharp curves and simple arrangements laid alongside the existing roads where this will result in a considerable saving, and off them when this involves no serious extra expense. If curves of 200 feet radius and grades of 1 in 100 are adopted (and these could be even sharper, if found necessary), an alignment could be pegged out through the Little Pass and round the end of the Jahat ridge, and perhaps elsewhere, so as to reduce heavy work to a minimum and avoid tunnelling altogether, for the existing tunnel on the arsenal branch seems to be very nearly high enough to pass ordinary 2′ 6″ stock. Such a course might be expected to effect a saving of probably half the earthwork and all the tunnelling of the metre gauge estimate and thereby reduce the total cost of the railway to about Rs. 3,80,000 exclusive of rolling stock or a saving of about Rs. 1,50,000 on the cost of the metre gauge line shown on the plans. Including rolling stock as estimated in paragraph 13, the cost may be taken at Rs. 7,36,107 or Rs. 65,432 per mile if thirds and wagons are used, and at Rs. 6,93,350 or Rs. 61,640 per mile if wagons for the carriage of passengers are not permitted. The above figures do not include the cost of special workshops referred to in paragraph 10, but the necessity of which is in no way lessened by a change to a smaller gauge. Of course, these figures are only rough guesses but the probable cost should properly be estimated on the spot if this proposal is accepted.

18. As stated before, it is doubtful if second-hand rolling stock; either metre gauge or 2′ 6″gauge, may happen to be available at the time required. The only lines from which 2′ 6″ stock would be transferable are the Morvi and the Cooch Behar which contemplate a change from 2′ 6″ to 3′ $3\frac{3}{8}$″. A set of ferros showing the style of stock used on these two railways is attached for the information of the Director-General of Military Works; the approximate original cost of the various types is shown on the ferros, but of course the transfer price would have to be the subject of negotiation.

III.—Financial return the line will be likely to make.

19. Assuming that the fares charged are as noted in the margin, and that the cost of the metre gauge line, 11¼ miles long would be Rs. 11,27,976 and Rs. 10,38,032, the probable gross earnings on the traffic assumed in paragraph 22 of the report on the project would probably be about Rs. 89,040 per annum, and if the working expenses be Rs. 58,400,* the net profit will amount to Rs. 30,640 or about 2·72 and 2·95 per cent.

One anna each way. 7·50 pies per ton per mile.

* 65·5 per cent.

20. Similarly, if the cost of a 2′ 6″ tramway recommended in paragraphs 16 to 18 above be Rs. 8,36,107 (*a*) and Rs. 7,93,350 and the fares and traffic earnings be the same and the working expenses Rs. 53,424,† the net profit would be Rs. 35,616 or 4·26 and 4·49 per cent.

† 60 per cent.

IV.—Suggestion to extend line to Telegraph Bay and the Crater.

21. The information supplied is not sufficient to enable a reliable opinion to be given. The shading shown on the big map leads one to suppose that the line to both places would require very heavy work unless the rails be laid on the existing roads, and that the cost per mile would probably be higher than of the project as submitted. Anyhow a detailed survey is necessary if any sort of estimate is required.

V.—Weight of rails to be used.

22. For the metre gauge, rails 41¼ lbs. per yard will doubtless suffice, and it is not desirable to adopt lighter ones. For the 2′ 6″ gauge, 35 lb rails have been adopted for the permanent narrow gauge military lines of India and 21 lbs. for the field railways. The former would be preferable in Aden as rapid transit is sure to be called for eventually. The Morvi Railway began with 19 lb. rails, but has since adopted 29 lbs. rails, and if these happen to be available when the Aden railway is started, they would probably suffice for ten years or more. It is not likely that any second-hand 40 or 41¼ lb. metre gauge rails will be available in India for the purpose.

General Remarks.

If the proposal made in paragraphs 17-18 for a 2′ 6″ tramway be adopted, it is desirable that an officer experienced in such matters, and

(a) NOTE.—Rs 1,00,000 has been added for special workshops.

capable of judging where regular railway practice is essential and where economical expedients not usual on regular railways can be adopted should be engaged to prepare the project and eventually construct the line. And it would probably be worth while to depute some experienced officer who happens to be going home or returning from leave to stop at Aden for a week and advise the officer in charge of the work on any points that may appear doubtful or to require personal inspection.

BOMBAY CHAMBER OF COMMERCE, 18th October 1901.

The OFFG. UNDER SECRETARY to GOVERNMENT, P. W. Department, Railway Branch, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2,723 of the 27th ultimo, together with papers relative to a proposal to construct a light Railway from Towahi at Steamer Point, Aden, to the frontier line beyond Sheik Othman, with branch lines to the Arsenal and the Conservancy ground.

I am to convey to Government the thanks of the Committee for its courtesy in furnishing them with these papers, and to say that the matter has been brought to the notice of Members of the Chamber.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX G.

CONFERENCE WITH MR. ROBERTSON, C. V O., SPECIAL COMMISSIONER ON INDIAN RAILWAYS.

A Special Meeting of the Committee of the Bombay Chamber of Commerce was held on January 3rd, 1902, to meet Mr. Robertson, C.V.O., the Special Commissioner, appointed by the India Office, to enquire into the administration and working of the Indian railways. In the unavoidable absence of the Chairman, the chair was taken by Mr. C. H. Armstrong, Deputy Chairman.

There were present—

Members of Committee :

C. H. Armstrong, Esq., Deputy Chairman.
F. W. Bickel, Esq.
J. M. Dick, Esq.
F. T. Rickards, Esq.
A. Zygouras, Esq.
The Secretary.

The following gentlemen also attended by invitation of the Committee :—

H. C. Wright, Esq. (Deputy Chairman elect).
D. H. Glade, Esq. (Chairman, Bombay Cotton Trade Association, Ltd.)
N. S. Glazebrook, Esq. (Deputy Chairman, Bombay Cotton Trade Association, Ltd.)
A. Muirhead, Esq. (General Traffic Manager, G. I. P. Railway).
Col. H. D. Olivier, R. E. (Agent, B. B. & C. I. Railway).
C. Crommelin, Esq. (General Traffic Manager, B. B. & C. I. Railway).

Mr. Robertson was accompanied by Mr. A. R. Becher, and Mr. J. Bain.

The Chairman, in opening the proceedings, said : I think I ought first of all to thank Mr. Robertson for his kindness in coming here to-day. I am sure we are very glad to meet him and to have this opportunity of putting our views before him concerning railway matters. I assume that the views of the management of the various railways on this side of India

have already been represented to Mr. Robertson, so I believe I shall meet the wishes of all present at this meeting if I now endeavour to recapitulate the opinions of this Chamber of Commerce as indicated in various representations to Government. But before I proceed to do so, I must apologise for the absence of our Chairman ; and I must also apologise to the Committee for not having been able to discuss with them the points we wish specially to put before Mr. Robertson. Our Chairman has been obliged to go to Karachi, and only on the day before I left for the Christmas holidays, did I hear that Mr. Robertson wished to meet us. And having only returned yesterday morning, it has not been possible for me to refresh my memory regarding the various questions involved. Nor have I been able to dicuss matters with any member of the Committee.

I understand, Mr. Robertson, that your visit to this country is undertaken with a view to enquiry into the working of existing Indian Railways, and that you are only indirectly concerned with projects of extension and addition to lines already made. During the past year we have addressed Government on several matters, some relating to extensions and new lines, and some relating to the conduct and management of existing lines—notably in the matter of the granting of running powers and the supply of rolling stock on railways in Northern India for goods destined for this port. At the end of the year we admit a feeling of great disappointment as regards the progress that has been made, especially as we are now within a short distance of the busy export season when it is necessary above all things that produce should be brought down rapidly to the Coast.

In the matter of extensions we have made no progress whatever during the year, the only prospect of help that had been held out to this side of India having been withdrawn in the revised programme received in last August ; and, as was shown in this Chamber's letter, dated the 21st August, this port, which does some 35 per cent. of the entire foreign trade of India, including Burma, is not even promised more than 11¼ per cent. of the grants in the next three years.

I have gone back over the history of Railway development in India, as exhibited by the returns of total capital outlay on the various systems ; and although it appears that in former times a fair share of the Government grants were so expended as to benefit Bombay, the completed expenditure on lines at present under construction is barely 19¼ lakhs against just over 5¼ crores for Bengal, 55¾ lakhs for Karachi, 85¼ lakhs for Madras and nearly 91 lakhs for Burma. The percentage proportions

in which the various ports stand to benefit by railways now under construction are therefore :—

Bombay	...	...	..	...	2·41 per cent.
Calcutta	...	...	...	...	68·70 „
Karachi	...	...	...	...	6·32 „
Madras	...	...	...	...	10·65 „
Burma	...	...	...	...	11·31 „
					100·00 per cent.

Now, taken in connection with the trade of the various ports, these figures are very striking ; for the share of each province in the total foreign trade of India in the last five years was as follows :—

Bombay	...	...	...	...	37·42 per cent.
Calcutta	...	...	...	...	40·89 „
Sind	...	...	...	...	4·97 „
Madras	...	...	...	...	8·98 „
Burma	...	...	...	...	7·74 „
					100·00 per cent.

And it must be remembered that the trade of Bombay has, during these last five years, been greatly restricted by famine and plague.

There is a feeling gaining ground amongst us here that Government is more interested in Bengal than in Bombay. It has been said of late that because Government is located in Calcutta for part of the year, their interest is directed more to schemes on the other side of India. On this point, however, I, as spokesman of this Chamber, express no opinion beyond remarking that nothing of any moment has been done for Bombay for several years otherwise than by private enterprise.

A scheme we have urged for many years is an extension to Delhi from Nagda via Baran to Muttra ; and in March 1897 it was officially announced that preference was to be given to this project. Famine and plague unfortunately prevented any work being done ; and now so far as we can judge from the latest communications from Government, the line has been shelved, possibly because it might interfere with traffic on the Indian Midland. But the point is that the proposed railway would not so much compete with other lines for existing traffic from districts within payable distance of those lines, as create new traffic in regions where at present produce is lost or not grown since it cannot be profitably brought

to market. In any case, the Chamber at present awaits a reply to an enquiry addressed by them to Government as to the nature of the reasons, which Government has called "obvious," for this reversal of the decision of 1897. But this Chamber of Commerce, as a body of merchants, desires the shortest possible route to Delhi and Northern India, and we think we are on broad economic grounds entitled to it, seeing that ours is the most convenient port for Europe. We have an excellent harbour, well-equipped docks, and with the Port Trust Railway, which will shortly be built, we shall be able to handle all the traffic that can possibly be sent to us. In order that Mr. Robertson may be in no doubt as to the views of merchants in Upper India upon this point, I would refer him to the various representations made to Government by the Upper India Chamber of Commerce in which frequent reference is made to the disadvantage of the forcible diversion of their trade by way of Calcutta. I think I may as well quote a passage from a letter addressed by this Chamber to Government on the 5th December, 1898, in which reference is made to a letter of the Upper India Chamber, dated 21st November of that year: "In the letters emanating from that body the notorious and incurable congestion of the port of Calcutta is repeatedly alluded to, and it is most properly urged that '*the interests of merchants and manufecturers in relation to the export and import trades should be given more favourable consideration than the endeavours to obtain extensions of existing systems for the advantage of Railway Companies or other vested interests.*' It is also urged, as has on previous occasions been done by the members of this Chamber and on behalf of the commerce of Bombay that '*the manufacturers and traders in the N.-W. Provinces feel that they are placed at a disadvantage so long as special railway facilities are confined to the port of Calcutta, by which they have consequently to import and export their goods, although it is known to be one of the most expensive as also probably the most dangerous and unsatisfactory of any of the ports in British India, necessitating the European traffic to and from the N.-W. Provinces having to be sent by sea all the way round the Indian Continent and back across the Peninsula.*" It appears to us that Government should devote its efforts to bringing traffic from Central India to Bombay; but, instead, we see a development of lines eastward and westward to Calcutta and Karachi. We have latterly addressed Government on the treatment we received last season from railways which run to Calcutta, in the matter of their failure to supply wagons for

produce destined for Bombay. An instance of this was afforded by the refusal of the E. I. Ry. to supply wagons north of Jubbulpore, while at the same time they were throwing a large supply into Cawnpore to compete for and divert to Calcutta produce which could easily have been brought down by the Bombay lines.

This brings me to the question of rolling stock; and I think that the whole Chamber will await with very great interest Mr. Robertson's reply to the question put to him in Calcutta as to whether it might not be advisable for Government to have a wagon reserve of, say, 5,000 wagons to be let out to railways at a charge which would pay a moderate interest. The alternative is to allow each railway to have its own reserve but to let all railways be financed independently of the Government of the country. It is believed that extensions and the supply of rolling stock would then not be affected nor the recuperation of the country retarded by the financial difficulties of Government ensuing upon famine, war or plague. Between these two alternatives the Chamber has made no choice as yet but there is great point in Sir Allan Arthur's remark that "if we suddenly found ourselves at war, and Government indented on the railways for 3,000 wagons, the trade of the country would be paralysed." It seems that there is great difficulty in getting supplies of rolling stock. I am told that, as a rule, when application is made for more rolling stock, Government call for traffic returns, and if these are not conclusive, sanction is withheld until pressure compels consent. The matter is no doubt looked at from a financial point of view; but from a business point of view a merchant is always willing to anticipate his requirements and to lay out his money well in advance. I am given to understand that foresight is peculiarly necessary in this connection owing to the necessity of indenting for large quantities, and owing to the stringency with which the rules of the provision of material are worked. As an example of the delay entailed by that course I may mention a recent case in which tank-wagons, which could have been made in India in four months, were not obtained till twelve months had elapsed.

To the very large question whether it is possible for the present Indian railways to carry the growing traffic in wagons of the present low individual capacity, I will only allude; for I am aware that this question involves others relating to the power of the locomotives and the strength of bridges and culverts. I think, however, that the history of railway transport in America leaves no room for doubt as to the benefits to be derived from an increase in the carrying capacity of the individual wagon.

We shall, however, be glad of any assistance Mr. Robertson can give us both towards the establishment of a more liberal stock of wagons and towards bringing down to Bombay with greater freedom the produce from other lines. To help us to some extent to get over the latter difficulty, we have lately asked Government to extend the line from Agra to Delhi so that the G. I. P. may be able to run into the most important market in India. We consider this a necessary extension, and we have cordially welcomed Government's favourable declaration in the matter. We have also asked for running powers over various lines in Northern India from Jubbulpore to Allahabad, over the Oudh and Rohilkhand Railway and over Punjab railways as far as Saharanpur. We hope that Mr. Robertson may be able to help us in this; for we feel sure he must see how necessary it is for us to get into Northern India and so bring the traffic to Bombay, the most convenient port for Europe.

The question of the slow speed of goods trains in the busy season has already been dealt with by the Bengal Chamber, from the Calcutta point of view. But here again the Calcutta point of view is not identical with that of Bombay. For whereas the most obvious remedy would be an increase in the mileage of double rails, Calcutta, which is, about 100 miles nearer to Cawnpore than Bombay is, has also some 100 miles more of double rails than we have. It is evident, therefore, that to equalise conditions, there ought to be added some 300 miles of double rails between Bombay and Cawnpore.

One other point which I wish to bring to Mr. Robertson's notice is the development and building of new lines by private enterprise. I have no personal experience of the difficulties that merchants have to contend with in this respect ; but I know that it has taken firms in Bombay, Calcutta and elsewhere many years to get projects sanctioned. It seems to me that the procedure might with advantage be greatly simplified and that fewer obstacles should be thrown in the way of private enterprise, for the development of the country by this means in almost any direction must be a benefit to Government, as it will most certainly be to the districts through which the lines are built.

I trust that from these few remarks Mr. Robertson will be able to gather to some extent the views of this Chamber on Railway matters ; and I shall be glad if any other Member of the Committee or either of the representatives of the Cotton Trade Association will now bring forward any special point he may desire to put before Mr. Robertson.

Mr. Glazebrook : Mr. Chairman, I should like to draw the attention of the meeting to, what appears to those interested in the cotton trade, the inadequate space at Colaba for handling the bales of cotton during the busy season, when all along the line there are blocks of trains waiting to bring cotton into Bombay. I think I am right in saying that at Colaba the G. I. P. can only handle 150 or 175 wagons a day. As a consequence, cotton which ought to have been in Bombay by December 25th, has not yet arrived. It is being delayed all along the line waiting to come into Colaba. The trouble seems to me to be the insufficient space available at Colaba for dealing with the bales which are brought there.

Mr. Robertson : Mr. Chairman, I should like to hear some of the members of the Chamber speak with reference to the rates and fares of traffic to and from Bombay.

Mr. Glazebrook : So far as the cotton trade is concerned I am unable to make any statement. Many of us have been away for the Christmas holidays, and we have not met to discuss the question.

Mr. Robertson : Mr. Chairman and gentlemen, I have listened with interest to the speech of the Chairman and to the observations which have fallen from the lips of the other gentlemen who have spoken. I shall confine my observations to the requirements of this part of India in particular, but in dealing with the matter shall also refer to the interests of India in general. As to your Chairman's observation that he thought the Government of India showed more interest in Calcutta than Bombay, I fancy there must be some mistake. Then about the shelving of the scheme of 1897—that is the Nagda-Baran-Muttra scheme. As far as I understand the matter, this scheme has not been actually shelved, but has given place to lines which were considered to be of greater and more immediate importance.

The Chairman : Part of it, at all events, appears to have been shelved.

Mr. Robertson : I see it is proposed to make it a broad-gauge line which means a much larger outlay than would be necessary were it constructed on a 2-feet 6-inch gauge. It will extend over 300 miles and the cost will be over two millions of money. I might mention that only yesterday I travelled over a 2-feet 6-inch gauge line and could not help being struck with the smoothness of motion, the rapidity of travelling, and the extent of the traffic which the line could convey. The Nagda-Baran-Muttra scheme has been under the consideration of the Government of India for some time, and, so far as I know, is so still.

The Chairman : It does not appear in the programme for the coming three years.

Mr. Robertson : It has not been actually shelved, but is in the position to which I have already referred.

I suppose the reason for the delay is that other more important schemes have required attention.

The Chairman : You understand our wish is to get a short broad-gauge run to Delhi. There is great competition for the trade of this place, both with Calcutta and Karachi. Our point is that we have to compete against these two places and it is necessary to have a short route to Delhi. There are endless little lines in Central India which only require linking up to secure a through run across the country to Karachi. At present there is too much of a tendency to carry things across to Karachi on one side and Calcutta on the other. That is a wrong policy as regards Bombay.

Mr. Robertson : Well you see Karachi has opened a harbour, which probably you do not like, but it is there and you cannot get over it.

The Chairman ; But if their trade is considerably increased, they will have to get a larger harbour—it is difficult to get in there in the monsoon season—at any rate the vessels ground.

Mr. Dick : The harbour is a very good one.

The Chairman : Of course a good many of us have interests there.

Mr. Robertson : Is it suggested that access to Delhi from Calcutta and Karachi is more difficult than from Bombay ?

The Chairman : What we feel is that more of the trade with this part of that country should come to Bombay. Produce shipped at Calcutta has to go right round India to get to Europe—Bombay is the port to which more goods from Delhi should be brought, and is a very cheap port.

Mr. Robertson : Are dues high here ?

The Chairman : No.

Mr. Robertson : Can you always bring your steamers in here ?

The Chairman : Yes.

Mr. Robertson : P. & O. steamers ?

The Chairman : Yes, into the Docks.

Mr. Robertson : To a Pier ?

The Chairman : Not to the Ballard Pier.

The Chairman : In opening up the country between Nagda and Muttra we want to create new traffic—it is not a question of diversion.

Mr. Robertson : Have you any class of traffic from Bombay that you can send up to Delhi, which they cannot get from Calcutta or Karachi ?

The Chairman : What we send from here are largely goods out from England—Manchester goods—which can be supplied from Karachi and Calcutta.

Mr. Robertson : Is there anything which cannot go from Delhi to these other places ?

Mr. Zygouras : Nothing, but the same article can be exported from Bombay at a cheaper cost than from Calcutta.

Mr. Robertson : If that is so, what have you to be afraid of ?

Mr. Zygouras : It is a question of interest on the value of goods. A steamer takes say forty days to get from Calcutta to London, whereas one from Bombay only takes thirty days.

Mr. Robertson : But is not the freight about the same ?

Mr. Zygouras : It is mush dearer from Calcutta.

Mr. Robertson : As to the remarks of the Chairman concerning the complaint of the Northern India Chamber of Commerce about being handicapped in reference to traffic to Bombay, I met the members of that body the other day—they raised several points, but they did not include the one to which reference has been made this afternoon. This may have been due to the fact that the difficulties complained of in 1898 may have in the interval been minimised to some extent, but I don't know whether this is the case.

The Chairman : I should certainly say no.

Mr. Robertson : At any rate they did not raise that point.

It may have been put forward previously, and considered not to require repetition ; but it was not raised when I met the Chamber. Then you have referred to a surplus supply of rolling stock to be provided by the Government. I may for obvious reasons say at once that this is a proposition which could not be favorably entertained as things stand at present. Then reference has been made to the desirability of India building more of its own rolling stock. I am with you in that—I don't see any reason why India should not do so, and in fact, be independent to a much larger extent than at present of any other country. Unfortunately the coal of this country is not suitable for smelting purposes, but it may be that you will get better coal by-and-by. I should very much like to see India independent and able to maintain its own systems, and I hope this will

be accomplished. As to the carrying capacity of your wagons, I find that they average from 16 to 18 tons. If you say that the present type of wagon is not satisfactory, I am rather inclined to agree with you so far as heavy traffic is concerned, but not for ordinary traffic. For heavy traffic, such as coal, stone, and grain, the larger you have them the bigger load you can carry. But I am not in favour of these large wagons for conveying general traffic because you must remember that when these large carrying capacity wagons are used they have, as a rule, to run one of the journeys empty, either in going for the traffic or returning after conveying it, which, of course, minimises the profits to a considerable extent. I thoroughly agree that the railways should increase the speed of both their goods and passenger trains. As to the goods traffic, some of the companies aim at a thousand tons on one train, which means 45 or 50 wagons when the train is made up. No doubt the roads in India are fairly level. The G. I. P. have, of course, to get over the Ghauts but pilot engines can be used for these parts with heavy trains. Where time is no object the companies are justified in availing themselves to the fullest extent of the hauling power of their engines. But to expedite transit and to utilize the rolling stock to the best advantage it would be well if these trains were cut in two, or, perhaps two trains cut into three —this would enable them to get over the ground much quicker, and thereby materially increase the utility of the rolling stock.

Mr. Muirhead : I do not understand that the members of the Chamber refer to the question of the speed of goods trains between stations. It would make but little difference in the total time in transit from Cawnpore to Bombay if the speed of goods trains between stations was increased from about 15 miles an hour, the booked time at present, to 18 or 20 miles an hour between stations. Our through speed for goods is about 8 miles an hour.

Mr. Robertson : What is the distance Cawnpore to Bombay ?

Mr. Muirhead : 841 miles

Mr. Robertson : I do not want to be hard upon you, but by your own admission you could cover the distance in about half the time that you do at present.

Mr. Muirhead : I do not admit this. If the speed of goods trains is increased between stations the load would be reduced and a larger number of trains employed. And then the question of a single line comes in. I take it that Mr. Robertson's remarks apply more to double line working. The delay and detention to goods trains is caused not by slow speed

between stations but by halts at Engine-Changing Stations and at large yards where tranship packages are handled. It is to this end our efforts are constantly being directed, and I undertake to say that so far the G. I. P. is concerned although our through time in transit of goods—8 miles an hour for long distances—compares favorably with other lines, I should like to see the speed higher than 8 miles an hour.

Now in regard to the terminal arrangements at Colaba for cotton, we have all along realized the position. Congestion when traffic is heavy is due to several causes, want of space and sidings at Colaba, slow deliveries in consequence, and the slow removal by merchants. We do not expect merchants to move their goods in an hour or so after arrival, but I do think when we assist them by keeping the booking open they might also help us by prompter removals. We have fully realized that the terminal space is inadequate. We asked the Improvement Trust of Bombay to give us more room but they declined to do so. The remedy suggested is for the cotton business to clear out of Colaba. I do not know how that will suit merchants. With the materials at our disposal we endeavour to do our best and keep traffic booking (cotton) open and it would be rough on us if our efforts were not appreciated.

Mr. Zygouras : We have no complaints at Colaba and are satisfied.

Mr. Muirhead : I am obliged to you. Your remarks, I take it, are on behalf of Messrs. Ralli Brothers, our biggest customers.

Mr. Robertson : The business men of Bombay fully appreciate the difficulty under which you are placed. In dealing with the Railways of India I have to consider the geographical position and what is best for India as a whole. I will try to meet the interests of all fairly and squarely, but I will stick to my guns about the goods trains.

Mr. Muirhead : And so will I, Sir, so far as the speed between stations is concerned. Conditions I think in respect to goods transit and the nature of the goods are somewhat different in India and England.

Mr. Robertson : Are there any complaints as to the rates for conveying general goods or for grain, seeds or cotton ?

The Chairman : No. No complaints.

Mr. Dick : We experience no difficulty in getting the Railways to quote rates suitable to the traffic and any reprsentation is promptly attended to.

Mr. Muirhead : I should like the question to be put even more directly and ask whether any member or firm represented at this meeting has any specified complaint about any rate, say for instance, cotton.

Mr. Robertson : You have your answer.

Mr. Muirhead : Very well, Sir.

Mr. Robertson : Why labour the question ?

Mr. Muirhead : Well, Sir, if I am permitted I should like to put a direct question to this meeting. If I reduced our rates for cotton, is it likely to increase business or the area of cotton under cultivation ?

Mr. Robertson : Do I understand you to mean a reduction of the rates for the cotton traffic generally or specifically ?

Mr Muirhead : I mean for specific districts in the Berars, Khandeish and the Central Provinces. At competitive points our rates are on a lower basis.

Mr. Zygouras : No increased business I think would follow as a result of a decrease in railway rates. The railway rates for cotton have not been considered too high.

Mr. Bickel made an enquiry as to the rates to Bombay as compared to the Southern Ports, Madras, etc., and a general discussion followed. It was explained that the G. I. P. rates on the Southern Sections of the line were on a lower basis because of the Madras competition, and after some general remarks it was agreed that at all non-competitive points the G. I. P. cotton rates met the situation and that reduction would not lead to increase of traffic.

Mr. Muirhead : Referring to the question of the speed of goods trains I should like Mr. Robertson to remember that the maximum tonnage of one of our goods trains on most sections of the G. I. P. Railway is 600 tons and higher speed would reduce this considerably.

The Chairman : I am sure Mr. Robertson, we are all interested in what you have told us and hope good results may accrue from the meeting.

Mr. Robertson : I must thank you for the courtesy you have extended to me and believe good will result from the meeting here to-day. If we can help our friends in Bombay we shall be only too pleased to do so.

The meeting then terminated.

BOMBAY, 10th January, 1892.

APPENDIX H.

SHORT LENGTHS OF PIECE-GOODS IMPORTED INTO BOMBAY.

No. 2238.

BOMBAY NATIVE PIECE-GOODS MERCHANTS ASSOCIATION,
BOMBAY, 9th October 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We have been directed by our Managing Committee to enclose herewith the Survey-Report on 23 cases White Nainsooks surveyed at Messrs. Greaves, Cotton & Co.'s office in reference to a dispute regarding undue proportion of shorts, and, request you to submit the same to the Managing Committee of the Chamber for consideration.

We have not to complain with regard to the decision arrived at by the two joint surveyors in this instance, as we think that both parties are bound to abide by the decision of the surveyors when they agree, though we consider that the surveyors' award on the same is not in accordance with the general practice or custom of the trade.

In the survey report, the surveyors enjoin that "under the present special circumstances, short pieces up to 10 per cent. of the full lengths tendered be accepted by the dealers."

Our Committee is of opinion that this 10 per cent. is an excessive or undue proportion of short pieces to the full lengths which can be very easily proved by experience.

We have examined several invoices of different firms, and have found that the average short lengths hitherto tendered have not exceeded more than 3 per cent. of the full lengths.

We shall therefore feel much obliged by your submitting the above matter to the consideration of the Managing Committee so as to arrive once for all at a fair and reasonable understanding as to what percentage of short length an indentor is bound to accept against his contract so as to avoid any unpleasantness in future with the importers.—Yours, &c.,

JAITHABHAI WALJEE,
KALIDAS MULCHAND,
Joint Hon. Secretaries.

(SURVEY REPORT REFERRED TO.)

BOMBAY, 9th September 1901.

At the request of Messrs. Greaves, Cotton & Co. and Mr. Jugjivan Govindji and Mr. Goculdas Morarji, we, the undersigned, attended at the office of the first-named to determine a dispute arising under a contract for 100 cases No. 132-162 42" White Nainsooks—delivered free Bombay Harbour. The contract bears only one signature, but purchase advice notes were sent to three buyers for one-third-part of each cloth in the contract and the goods were invoiced direct to these three buyers by Messrs. Greaves, Cotton and Co.'s Manchester Firm ; therefore, we are of opinion that each buyer's third or part of a third should be treated as a separate contract.

Against this contract Messrs. Greaves Cotton & Co. shipped 99 cases, of which H. M.'s Customs refused to pass 64 cases, which were returned to Manchester, 12 were accepted by Mr. Kalidas Dharumsey as good tender against contract and 9 cases and 14 cases are complained of by Messrs Jugjivan Govindjee and Gokuldas Morarjee respectively for undue proportion of short pieces.

Messrs. Greaves, Cotton & Co. contend that the shorts are a proportion of the original contract for 100 cases, whilst the dealers hold that the shorts are a proportion only of the quantities received by them.

We do not consider the 64 cases returned can be treated as part of the contract, as these were not received by dealers.

On this bases the shorts complained of by Mr. Jugjivan Govindjee are 320 pieces out of 1,350 pieces ; and the shorts complained of by Mr. Gokuldas Morarji are 1,052 pieces out of 2,132 pieces.

We consider these tenders shew an undue proportion of short pieces to the full lengths supplied and we decide that under the present special circumstances short pieces up to 10 per cent. of the full lengths tendered be accepted by the dealers at the proportionate rates as invoiced and that the dealers have the option of cancelling all shorts in excess of the 10 per cent.

BOMBAY CHAMBER OF COMMERCE, 19th October, 1901.

The JOINT HONORARY SECRETARIES, BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION, Bombay.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the 9th instant regarding the percentage of short lengths which an

indentor may properly be required to accept. I am to say that the matter has had the best consideration of the Committee and that they have thought it right to communicate with the Manchester Chamber of Commerce on the question.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 31st October 1901.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to beg that you will lay the following facts before your Committee and obtain an expression of their opinion as to the expediency and practicability of fixing a maximum percentage of short lengths over and above pattern cut pieces which an indentor should be required to accept in a consignment of piece-goods sold by the piece.

2. It must be known to some of your members that in this market there have lately been a number of complaints, received from up-country dealers in piece-goods, regarding the frequency with which bleached goods were found to be short of the stamped lengths. As a consequence of these complaints, a very large number of pieces have been, at the instance of the Native Piece Goods Merchants' Association, sent by dealers to the Chamber for measurement. The result of the measurements has left no doubt that there has been great negligence at home on the part of merchants and/or bleachers. The submission of goods for measurement has commonly been accompanied by a request for a declaration by the Chamber as to whether the goods in question fell within the provisions of the Indian Merchandise Marks Act; and in order that you may understand the difficulties of that question, I send you, under separate cover, a copy of a Handbook on the Act in question. On page 24 of that publication you will find a Notification of Government which lays down the latitude admissible for Customs purposes in a shipment or lot of pieces stamped either (a) with a uniform single length or (b) with uniform maximum and

minimum lengths. You will see that the provision under (a) regarding the "average length of the goods in question" presupposes a knowledge of the average length of the whole shipment; and it has been contended that, in the absence of any express rule to the contrary, the discovery of that average length must involve the measurement of each piece. The Chamber had, as a matter of fact, no means of ascertaining what was the average length of the goods forming the shipment or shipments from which the pieces submitted had been taken; and the Members were therefore unable to make such a declaration as was desired. It was however declared in several instances that a shipment showing such an average as appeared in the goods actually submitted would not fall within the provisions of the Act.

3. The detection of many short lengths and the warnings telegraphed home have led to the importation of a greatly increased quantity of light bleached goods *stamped* ¼ to ½ yard less than was contracted for; and dealers object to taking delivery of such goods. My Committee has now received from the Bombay Native Piece-Goods Merchants' Association a request that they will declare what proportion of shorts an indentor may be required to accept. Experience shows that the percentage varies considerably in different classes of goods, but that it averages about 3½ per cent. My Committee recognise, however, that since all goods except grey cloths pass through many processes, there may be greater difficulty than they know of in the way of any exact declaration of a percentage applicable to all. The view on this side appears to be that it would be perfectly possible to work to a maximum percentage of 5, excluding sample cut pieces; but before replying to the Bombay Native Piece-Goods Merchants' Association to this effect, my Committee think it well to consult your Chamber.

4. My Committee also desire me to request that you will give such publicity to this letter as you may deem advisable. The questions that have lately been raised in Bombay are no

doubt known to all shippers to this market, but my Committee are desirous that the point now raised by the Bombay Native Piece-Goods Merchants' Association should be thoroughly realized so that more care may be taken with shipments in future.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 28th November 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Your letter of 31st October with reference to the maximum proportion of "short-lengths, over and above pattern cut pieces, which "an indentor should be required to accept in a consignment of piece "goods sold by the piece," was remitted by the Board of Directors to the India, China and Colonial Committee.

The Committee has given the matter very careful attention, and I am desired by the President to forward to you the following reply.

The inquiry addressed to the Bombay Chamber by the Bombay Native Piece Goods Merchants' Association, to which an answer is desired from this Chamber, is—"What proportion of shorts an indentor may be required to accept ?"

The opinion of this Chamber is that claims for short-lengths may be equitably adjusted by the adoption of the annexed graduated scale of allowances :—

1. If the number of short-length pieces does not exceed 5 per cent. of the total number of pieces in any one lot, delivery ought to be accepted, with an allowance in respect of the shortage, calculated at the rate of the sale price.

2. If the total number of short-length pieces exceeds 5 per cent., but does not exceed 10 per cent. of the total number of pieces in any one lot, delivery ought to be accepted with an allowance in respect of the shortage, calculated at the rate of twice the sale price.

3. If the number of short-length pieces exceeds ten per cent. of the total number of pieces in any one lot, the dealer ought to have the option of returning all the short pieces in such lot, keeping and paying for the rest.

I am instructed to commend these suggestions to the consideration of the Bombay Chamber, in the hope that they may meet with its approval

and be forwarded to the Native Piece Goods Merchants' Association with a view to their incorporation in all future sale contracts.—Faithfully yours,

ELIJAH HELM, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 29th November, 1901.

F. NOEL-PATON, Esq., CHAMBER of COMMERCE, Bombay.

DEAR SIR,—It may perhaps be useful to state, by way of supplement to my letter of yesterday's date, that the suggestions with reference to short lengths of piece goods were formulated with due regard to the form in which the question, to which they are an answer, was put by the Bombay Chamber in your communication of 31st October. The proposed allowances and power of rejection are in respect of short lengths "over and "above pattern-cut pieces." This proviso was stated at the beginning of my letter, but in order to avoid the possibility of error, I think it well to draw special attention to it.

I take this opportunity of thanking you for the copy of a hand-book on the Indian Merchandise Marks Act received with your letter of 31st October.—Faithfully yours,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE.

CIRCULAR TO MEMBERS.

SHORT LENGTHS.

BOMBAY, 30th January 1902.

The Committee of the Bombay Chamber of Commerce, in consultation with the Manchester Chamber of Commerce, have adopted the following Rules for the prevention and settlement of disputes in respect of Short Lengths in Shipments of certain classes of Cotton Piece-Goods :—

All Contracts for the sale of Bleached Shirtings, Mulls, Jaconets, Nainsooks $\frac{\text{and}}{\text{or}}$ Tanjibs, made on or after the 1st July 1902, shall be subject to the following conditions :—

1. If the number of Short Length Pieces, over and above pattern-cut pieces, does *not exceed five per cent.* of the total number of pieces in any one lot* of bleach-

ed shirtings, mulls, jaconets, nainsooks or tanjibs, delivery shall be accepted with an allowance in respect of the shortage calculated at the rate of *the sale price.*

2. If the total number of Short Length Pieces, over and above pattern-cut pieces, *exceeds five per cent., but does not exceed ten per cent.* of the total number of pieces, in any one lot* of bleached shirtings, mulls, jaconets, nainsooks or tanjibs, delivery shall be accepted with an allowance in respect of the shortage over and above pattern-cut pieces, calculated at the rate of *twice the sale price.*

3. If the number of short Length Pieces, over and above pattern-cut pieces *exceeds ten per cent.* of the total number of pieces in any one lot* of bleached shirtings, mulls, jaconets, nainsooks or tanjibs, the dealer shall have the *option of returning* all the short pieces over and above pattern-cut pieces in such lot and paying for the rest at the full sale price.

*NOTE.—The word "lot" means those goods or that instalment of goods which in the terms of the Contract are to be shipped or delivered in any specified period.

EXAMPLE:—(*a*) In a contract for 100 bales, shipment April/May, there is one "lot" of 100 bales.

(*b*) In a contract for 100 bales, shipment April/May, one half in each month, there are two "lots" of 50 bales each.

By order of the Committee,
FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 6th February 1902.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—With reference to your letter of the 28th November last, on the subject of the ruling to be adopted as to

the percentage of short lengths to be accepted in consignments of certain bleached goods, I am directed to hand you herewith a copy of the Rules adopted by my Committee after very careful consideration both by a Special Committee and by the Committee itself. It will be seen that it was found necessary to slightly modify or define some of the terms recommended by your Committee and to restrict the application of the rules to specified classes of goods.—Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 6th February 1902.

The JOINT HON. SECRETARIES, Bombay Native Piece Goods Merchants' Association.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to hand you a copy of the Rules adopted by them in the matter of short lengths after consultation with the Manchester Chamber.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

TELEGRAM, dated 18th February 1902, from the MANCHESTER CHAMBER of COMMERCE to the BOMBAY CHAMBER of COMMERCE : —

"Letter 28th November applies bleached goods ; await explanation. —Helm."

BOMBAY CHAMBER OF COMMERCE, 20th February 1902.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your telegram reading :—

"Letter 28th November applies bleached goods ; await explanation ; Helm." My letter of the 6th inst., covering copy of the Rules adopted by the Committee will have shown that it had been considered advisable to limit the application of the said Rules to Bleached Goods.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 19th February, 1902.

F. NOEL-PATON, Esq., Secretary, CHAMBER of COMMERCE, Bombay.

THE TREATMENT OF SHORT-LENGTHS OF PLAIN BLEACHED COTTON PIECE-GOODS.

DEAR SIR,—On the 17th instant, I despatched to you a telegram in the following terms :—

"Chamber Commerce, Bombay,—
Letter 28th November applies bleached goods.
Await explanation. HELM."

You would doubtless understand that "bleached goods" *only* were referred to in the telegram. It is these indeed which have alone been the subject of the present correspondence, beginning with your letter of 31st October, 1901. So, at least, your letter was interpreted, since it was exclusively bleached goods about which, as stated in the second paragraph of that letter, complaints had been received.

The Chamber has been informed, however, by merchants here, that a much wider application has been given, in Bombay, to the suggestions contained in my letter of 28th November, than was intended by this Chamber.

In view of the misunderstandings which have arisen, respecting these suggestions, it has been thought desirable to refer the whole matter for reconsideration to the India Committee, and I am desired to forward to you the following minuteo of its conclusions, which have been adopted by the Board of Directors.

"Suggestions as to plain bleached goods :—

A. If the total number of short-length pieces exceeds 5 per cent. but does not exceed 10 per cent. of the total number of pieces in any one lot, delivery ought to be accepted,—as to 5 per cent.—with an allowance in respect of the shortage calculated at the rate of the sale price, and as to the excess over 5 per cent. with an allowance calculated at the rate of twice the sale price.

B. If the number of short-length pieces exceeds 10 per cent. of the total number of pieces in any one lot, the dealer ought to have the option of returning the short pieces in such lot exceeding the 10 per cent. keeping and paying for the rest, (i.e.) up to 5 per cent. to be accepted with an allowance in respect of shortage calculated at the rate of the sale price, and as to the excess of 5 per cent. up to 10 per cent. at an allowance calculated at the rate of twice the sale price.

C. In counting the number of short pieces those which are cut for patterns are not to be included.

D. The foregoing regulations should not be retrospective, and should only be applicable to orders placed after their acceptance by the Native Piece-Goods Merchants' Association."

I am further especially to point out to you that since the dispatch to you of my letter of 28th November, the attention of the Chamber has been drawn to the fact that the foregoing regulations may not work without drawbacks, in practice, in respect of certain classes of plain bleached cloths. The special cases of this kind will be taken into consideration shortly, and a communication will, thereafter, be addressed to you upon them.—Faithfully yours,

ELIJAH HELM, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 27th February, 1902.

FREDERICK NOEL-PATON, Esq., Secretary, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—On behalf of this Chamber I thank you for your letter of 6th February, enclosing a copy of the circular issued by the Bombay Chamber with reference to short-lengths in deliveries of bleached piece-goods.

We observe that you correctly understood our communication of 28th November last as applying only to bleached cloths. It is also noted, with satisfaction, that the Bombay Chamber proposes that the suggested regulations should come into force only in respect of contracts entered into on and after 1st July, 1902.

In the course of our investigations several unexpected difficulties have arisen, and it is desired that the statements and views of those interested in the shipment of all classes of bleached goods should be fully considered before a further definite communication is sent to you on this subject.

Whilst desirous of having the matter quickly settled, the Chamber is under the necessity of asking you not to consider the proposed rules, set forth in your circular, as finally adopted, until you hear from us again.—Faithfully yours,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th March 1902.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to acknowledge the receipt of your letters dated 19th and 27th February respectively, on the subject of the treatment of short lengths of plain bleached cotton piece-goods.

The Committee have read your remarks, with interest, and on receipt of the further communication you mention the matter will again be considered by them.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 724.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.

BOMBAY, 6th March 1902.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

DEAR SIRS,—We have duly received your letter dated the 6th ultimo, enclosing printed circular containing several rules in respect of short-length.

The same having been put before our Managing Committee it is resolved to postpone the matter for further consideration until we receive your reply to our following inquiries.

1. What is meant by short-length pieces described in the 1st rule.

2. What should be the maximum limit of shortage of short length pieces?

3. What number of pattern cut pieces, pieces in two parts should reasonably be accepted in each lot.—Yours, &c.,

JAITHABHAI WALJEE,
KALIDAS MULCHAND,
Joint Honorary Secretaries.

BOMBAY CHAMBER OF COMMERCE, 27th March 1902.

The JOINT HONORARY SECRETARIES, NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION, Bombay.

DEAR SIRS,—In reply to your letter of the 6th instant, I am directed by the Committee of the Chamber of Commerce to say in reply to the first of your questions that the term "short length pieces" under the circular of the Chamber dated 30th January means a piece which measures in length less than what was contracted for. Since your second and third questions relate to matters which in the opinion of the Committee must be settled between the buyer and seller they are not in a position to lay down any rules in respect of them.—I am &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX I.

SHORT-REELED YARNS.

BOMBAY, 26th November 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—From an article which appeared in the "Times of India" on the 18th instant, and in which reference was made to the subject having come under the notice of the Manchester Chamber of Commerce, you are no doubt aware that short-reeled yarns are being made and sold by mills up-country in contravention of the Merchandise Marks Act. We are interested in a large Spinning Mill at Hubli and for some months our trade has been greatly hampered by the short-reeled yarns which come in from Sholapur and Bellary, indeed to such an extent, that as we shall shew further on by extracts from letters lately received, our yarns, which are honestly made, have been almost driven out of certain markets over which in the past we have had a very good hold and in some instances complete control.

At a meeting of our Board of Directors, held a few months ago, we decided to buy bundles of 20s in the open market of the yarns moving in our districts and we annex a statement showing the results of our testings.

You will see from this that yarns from 16s upwards are now being made up as 20s, the length of the 840 hank being correspondingly reduced.

We do not give the names of the Mills on this occasion, but if you desire them, shall be glad to give the information in confidence to you or to you Chairman.

The matter was so fully dealt with in the "Times of India" article, to which we have referred, that we will not trouble you with fuller details, the article itself being sufficiently clear and convincing.

As showing how we are affected by these short-reeled yarns we give extracts from letters recently received by us from our Agents at different places as follows :—

Extract from letter of 22nd November *re* sales in Bellary.

"I find here that there is no demand in the smallest degree for our 20s, "the same being not coarse and hence unfitted for weaving *sadis*. Every

" buyer wants 20s of XX Mill, which is therefore in large circulation, " consumption being 100 to 150 bales monthly. 20s of XX Mill being " rather equally coarse, has found favour with weavers, but the " consumption of that is not so great as that of the former. As regards " 20s these two Mills have monopolised Kosgi Market, where consumption " extends to 50 bales per month. Under the circumstances, I request " you will please take immediate action against these two Mills as well as " against XXX Mill, which has monopolised Bellary Market. The " Agent here assures me that if manufacture of coarse yarn is put down, " he will very easily sell 125 to 150 bales per month."

Extract from letter of 4th November from Adoni.

" As your Mill's 20s is smooth dealers here do not like it. Sholapur " XXX Mill's 20s. yarn is much in favour here. As the threads of Shola- " pur 20s yarn are coarse, 100 to 126 bales are sold monthly in this " taluka. Please therefore prepare your 20s yarn also as coarse " as that of Sholapur and send it to us. If you prepare in this way " 80 to 90 bales would be easily sold per month. We had some days " ago sent to you one bundle of XXX Mill's 20s yarn for sample. You " should prepare your 20s yarn like that yarn. If you have not got " Sholapur XXX Mill's 20s yarn we shall be glad to send you if you so " write us. We hope you will give this your immediate attention and " will send us in future your 20s yarn prepared in thickness like " Sholapur 20s yarn."

Extract from another letter from Adoni, dated 6th November.

" The weavers here complain that your 20s yarn is very smooth and " dealers don't buy it as the 20s yarn of XXX Mill's is coarser than your " 20s yarn, it is consumed here largely. We regret much that your 20s " yarn can't be sold hereafter. We therefore fully hope that you will " give this matter your prompt attention and send us your yarn (20s) " prepared as coarse as Sholapur XXX Mill's 20s yarn is manufactured."

Extract from our Hubli Mill representative's letter, dated 22nd November.

" *Re* Sales in Bellary, there is certainly a decided fall in the volume of " business in our yarn. This place as well as Adoni like the coarse " yarn in spite of its being short in length. The weaver has ceased to buy " our yarn on account of its thickness and sales for this reason have fallen " off very considerably not only at these places but also at Tadpatri and " at other stations in the neighbourhood. This makes us doubtful whether " the agitation set on foot in this respect will be productive of good

"results. Whatever might be the advantages at the end, at the present "moment it has interfered with the sales immensely. The rates at which "our yarn has been asked at these places leave about Rs 3-9 for 20s in "Hubli, and even at this rate the demand is low, while the Sholapur "makes, coarse as they are, are commanding large sales at Rs. 3-11-6."

We trust that the Chamber will make a strong representation to Government on this matter for the evil is becoming very serious. and if Mills up-country are allowed to break the law with impunity, imported yarns will be seriously affected. Government should also be asked to intervene on behalf of the hand-loom weavers who are undoubtedly being imposed upon by the deception now practised.

It appears to us that the attention of the District Collectors and of the Collector of Bombay should be called to this matter, and if we may make a further suggestion we would advise that bales and/or bundles of these short-reeled yarns should be seized at the Mills and at the shops of retailers in the various towns and if found reeled short to any material extent should be confiscated. We believe that vigourous action against the retailers would soon put a stop to this very objectionable practice of short-reeling.

Trusting that our views will meet with favourable consideration at the hands of your Committee.—We are, &c.,

P. CHRYSTAL Co., Secretaries and Managers.

Statement of Testings referred

	No. of Threads.	Wrapping.	Tension.	No. of Threads.	Wrapping.	Tension.	No. of Threads.	Wrapping.	Tension.
No. I Mill ...	80	2-11	75	80	2-6	61	80	2-11	56
	80	2-8	71	80	2-7	66	80	2-9	50
	80	2-13	78	80	2-5	64	80	2-8	53
	80	2-8	70	80	2-6	68	80	2-12	56
	80	2-10	74	80	2-11	67	80	2-12	54
	80	2-9	70	80	2-7	65	80	2-10	50
	75	2-9	70	64	1-72	55	78	2-8	50
Average	...	2-9$\frac{5}{6}$	73	...	2-7	65	...	2·10	52$\frac{2}{7}$
Count		17·24			18·8			17·24	
No. II Mill ...	80	2-11	83	80	2-0	47	80	2-4	90
	80	2-8	79	80	2-6	70	80	2-5	76
	80	2-8	85	80	2-6	69	80	2-7	80
	80	2-9	84	80	24	69	80	2-12	95
	80	2-11	88	80	2-6	69	80	2-5	78
	80	2-11	88	80	2-10	82	80	2-7	77
Average	...	2-9$\frac{1}{6}$	84$\frac{1}{2}$	...	2-5$\frac{2}{6}$	67$\frac{1}{6}$	...	2-6$\frac{1}{6}$	82$\frac{1}{2}$
Count		17·24			18·86		...	18·18	...
No. III	80	2-5	73	80	2-12	83	80	2-3	72
	80	2-4	74	80	2-14	94	80	2-3	71
	80	2-0	54	80	2-13	92	80	2-2	66
	80	2-3	70	80	2-14	95	80	2-4	70
	80	2-1	58	80	2-12	85	80	2-5	71
	80	1-20	52	80	2-10	82	80	2-2	60
	51	1-6	30	...	...	...	...	...	...
Average	...	2-12	63$\frac{1}{2}$	...	2-12$\frac{1}{2}$	88$\frac{1}{2}$	...	2-3$\frac{1}{6}$	68$\frac{1}{2}$
Count		20·40			16·16			19·60	

to in our letter of date.

No. of Threads.	Wrapping.	Tension.	No. of Threads.	Wrapping.	Tension.	No. of Threads.	Wrapping.	Tension.
80	2·1	60	80	2·12	68	80	2·3	60
80	2·3	60	80	2·10	69	80	2·7	66
80	2·0	58	80	2·9	69	80	2·0	57
80	2·5	66	80	2·8	62	80	2·6	58
80	2·3	62	80	2·5	62	80	2·6	64
80	2·3	60	80	2·4	66	80	2·2	57
65	2·0	50	67	2·0	54	60	1·15	50
	2·2½	61		2·8	66		2·3⅓	60⅓
	20			17·85			19·60	
80	2·4	77	80	2·18	100	80	2·6	88
80	2·5	79	80	2·12	92	80	2·7	76
80	2·10	87	80	2·2	66	80	2·10	91
80	2·9	87	80	2·4	71	80	2·7	86
80	2·8	83	80	2·9	90	80	2·6	83
80	2·2	66	80	2·12	95	80	2·7	73
	2·6⅞	70		2·9½	85⅔		2·7⅛	81⅛
	18·51			17·54			18·18	
80	2·13	83	80	2·10	96	80	2·8	70
80	2·9	84	80	2·10	98	80	2·11	90
80	2·8	80	80	2·8	91	80	2·9	88
80	2·12	88	80	2·5	88	80	2·9	74
80	2·12	81	80	2·6	81	80	2·8	76
80	2·9	85	80	2·6	76	80	2·8	67
...	.....	...	...	...	...	...	.....	...
...	2·10½	83½	...	2·7½	88⅓	...	2·8⅝	77½
	17·24			18·18			17·54	

GOKAK WATER POWER AND MANUFACTURING CO., LD.,
BOMBAY, 27th November, 1901.

F. NOEL-PATON, Esq., Secretary, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to draw the attention of the Committee of the Chamber of Commerce to the extensive practice now in vogue amongst some Cotton Mills up-country of producing short-reeled grey yarn in contravention of the Merchandise Marks Act, and to the need of repressive measures by Government for the protection of the consumer.

At present the only remedy the trade appears to have against offenders under the Act is to prosecute the defaulting mill criminally in a mofussil Court, and this is a course beset with so much difficulty, delay, and expense—and in the case of the prosecutor being a competing mill is a task so uncongenial—that it may be regarded as impracticable. Consequently many mills, sensible as they are of their comparative immunity, ignore the Act and produce yarn in whatever form they please, deceiving weavers, and dislocating and injuring the trade of those who strive to promote business in honest counts. Some vigorous action by Government therefore appears necessary to check the mischievous methods of unscrupulous spinners.

In the Southern Mahratta districts trade in genuine counts is becoming impossible. Three or four Mills are selling freely in 10 lb. bundles as No. 20s count yarns which count only 18s, 17s, or even less, although made up ostensibly as 20s, that is, in 20 knots to the bundle. The yarn is popular and preferred to ordinary 20s for the reason that it is a softer, fuller thread than 20s and consequently fills the cloth better than 20s, and the unsophisticated weaver is duped into believing the yarn is real 20s and into paying the price of 20s for it by the fact of it being made up in 20 knots. But the hanks are considerably short of the regulation length of 840 yards each, and the weaver is cheated.

We are, therefore, forced to the conclusion that it is necessary, Collectors should be empowered to deal summarily with offenders. The Government Factory Inspector might be deputed to examine the reeling machines and accessories of a mill at every visit, also to buy in the bazaars or elsewhere from time to time bundles or bales for testing at the Bombay Customs, and if the yarn is found false in a material respect it should be confiscated or destroyed or else re-packed in accordance with the requirements of the Act, and the defaulting mill heavily fined.

The intervention of Government is, we think, imperative if the provisions of the Act are to be properly observed by mills up-country.—We are, &c.,

P. pro RITCHIE, STEUART & Co.,

F. C. MACRAE, Agents.

BOMBAY CHAMBER OF COMMERCE, 5th December 1901.

Messrs. P. CHRYSTAL & Co., Secretaries and Managers, Southern Mahrata S. and W. Co., Ld.

Messrs. RITCHIE STEUART & Co., Agents, Gokak Water Power and Manufacturing Company, Ld.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the $\frac{26th}{27th}$ November, in which you inform them that certain mills up-country have formed a practice of selling short-reeled yarns in contravention of the Merchandise Marks Act ; and in which you further suggest that the Chamber should take the matter up and make recommendations to Government with a view to stopping this practice. I am to say that the question has engaged the most careful attention of the Committee, but that they are unable to avoid the conclusion that the matter is one rather for the Millowners' Association. I am accordingly to express to you their regret that they are unable to accede to your request for intervention on their part ; and I am to add that if you will place the matter before the Millowners' Association, my Committee will be interested to have information concerning the issue of such representation.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX J.

INDIAN MERCHANDISE MARKS ACT.

PROPOSED RELAXATION OF CERTAIN PROVISIONS OF THE ACT.

No. 4360-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 19th August 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of the correspondence noted in the margin relative to the question of introducing a more lenient administration of the Merchandise Marks Act in India.

From Secretary, Bengal Chamber of Commerce, No. 961—1901, dated 13th July 1901.
To the Secretary, Bengal Chamber of Commerce, No 4359-S.R., dated 19th August 1901, with enclosures.

2. I am to request that the Government of India may be favoured with an expression of the views of the Bombay Chamber of Commerce on the questions put in the last paragraph of the letter addressed to the Secretary of the Bengal Chamber.—I have, &c.,

R. A. MANT, Under Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Enclosure to Letter No. 4360-S. R. of 19th August 1901.

No. 961—1901, DATED 13th JULY 1901.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

The Committee of the Bengal Chamber of Commerce have been informed that, since the year 1896, a more lenient administration of the Merchandise Marks Act in some particulars has been adopted in the British Custom Houses. They also understand that a consolidated General Order was issued in February 1900 on the points in question for the information and guidance of Customs Officers, but that since that time no further orders or relaxation of the procedure adopted have been issued in the United Kingdom.

2. The Committee believe that, under the orders referred to, Continental goods are imported into Great Britain without being marked with the country of origin, and it has thus been rendered possible for such goods to be shipped to Indian ports, *via* England, without bearing this stamp, although the Indian Merchandise Marks Act still provides that all foreign goods should be stamped with the country of origin.

3. The Committee, without expressing any opinion as to whether the introduction of a similar relaxation of the Indian Act would be desirable in this country, direct me to enquire whether the Government of India have received any communication from the Secretary of State for India on the subject, and, if so, whether they could be favoured with its purport, and also be informed whether it is intended to take any action in regard to it.

No. 4359—S.R. of 1901.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 19th August 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bengal.

SIR,—I am directed to acknowledge the receipt of your letter No. 961—1901, dated the 13th July 1901, in which you state that the Committee of the Bengal Chamber of Commerce have been informed that, since the year 1896, a more lenient administration of the Merchandise Marks Act in some particulars has been adopted in the British Customs Houses, and you enquire whether the Government of India have received any communication from the Secretary of State on the subject.

2. In reply I am to say that the Government of India have recently been in correspondence with the Secretary of State on the question of a more lenient application of the provisions of the Indian Merchandise Marks Act, and I am to forward for the information of the Chamber, a copy of a Despatch* No. 87, dated 28th June 1901, which contains the latest expression of His Lordship's views. I am also to enclose a copy of a General Order of the Board of Trade, No. 15—1900, dated 26th February 1900, containing the instructions now in force in regard to the marking of foreign goods imported into the United Kingdom.

* With enclosures.

3. It will be observed that, as pointed out in the Secretary of State's despatch, the main differences between the British and the Indian practice are (1) that in England the mere use of the English language in a

description "simply as language and where not involving the name of any place in or part of the United Kingdom," is not regarded as a "direct," or, unless special circumstances exist, as an "indirect" indication of British origin, whereas in India the name of the country of manufacture is ordinarily required to be marked on all goods of which the manufacturer's name and the trade description are expressed in English: (2) that when the marks on or the trade description of, goods are such as to indicate that foreign goods were made in the United Kingdom, it is considered sufficient in England in ordinary cases to correct the marks or description by the words "made abroad," while in India no such general statement of foreign origin is accepted.

4. The Government of India have hitherto held to the view set forth in their Despatch* No. 91, dated 14th March 1901, that it is necessary to require the country of manufacture to be marked on foreign goods when the manufacturer's name and the trade description are expressed in the English language, both in order to protect the consumer from being induced to purchase inferior foreign goods under the impression that they were manufactured in England, and also to safeguard British manufactures against unfair competition. The Government of India have also held that no good reason had been shown for allowing the importation of foreign goods marked with some such general description as the words "made abroad." It was observed that foreign manufacturers of goods of high quality, such as French wines and American agricultural machines, were careful to mark on each article the name and address of the manufacturer, and it was considered that the concession would only be taken advantage of by makers of inferior articles, the importation of which it was not thought desirable to encourage. In short the Government did not understand what reason an importer could have for objecting to indicate the country of origin on the goods he imported, unless he intended to deceive the consumer.

* Copy enclosed.

5. It will be seen that the Secretary of State is inclined to accept the view of the Government of India that the use of the English language in a trade description may in India be more likely to mislead, in respect of the origin of the goods, than in England; but His Lordship suggests that in such cases and in all cases in which no fraudulent intent is manifested, it might be sufficient to require only a general indication of the foreign origin of the goods. The chief consideration which led to the introduction of such a general appellation in England as the words "made

abroad" was that the regulation requiring the specification of the country of origin of foreign goods caused disadvantage and loss to British merchants and dealers by the consequent disclosure of trade secrets and tended to the discouragement of British business enterprise. It has been alleged that the present administration of the Merchandise Marks Act has a similar effect in India, and that importers who have taken the risk and trouble of introducing a particular class of goods into the market are compelled to divulge their source of supply to competing firms who have waited till the pioneers of the trade have made the goods known in the market and secured a steady sale. It is possible, however, that this objection would be met by marking "made abroad" instead of marking the name of the country of origin.

6. It has also been alleged that the Indian Merchandise Marks Act affords practically little protection to the consumer. It is said that the wealthier consumer, who purchases the better class of goods, is protected by the desire of the manufacturer to let the consumer know that he is buying goods of a specific quality warranted as such by the maker's name and also by the desire of the importer and seller of such goods to maintain his name in good repute as a dealer in goods which are warranted. It is further argued that the poorer consumer, on the other hand, requires cheap and inferior goods, that he does not concern himself with marks indicating the country of origin, and that in most cases he cannot read the trade descriptions. The conclusion drawn from these arguments is that the protection which the Act is intended to afford is inoperative in the great majority of cases.

The Government of India are not disposed to accept these arguments unreservedly, and they would be glad to learn what weight the Chamber of Commerce would attach to them.

7. The points on which I am to ask the opinion of the Chamber may be summarized as follows:—

(*a*) Should the mere use of the English language in a description be considered, as at present, as suggesting that the goods to which it is affixed are of British origin?

(*b*) In cases in which a trade description is held to suggest that the goods are of British origin, would it be sufficient to provide for the addition of some general terms indicative of foreign origin?

(*c*) If so, are the words "made abroad" suitable for use in India and properly applicable to non-Indian goods manufactured outside the United Kingdom?

(*d*) Do the Committee of the Chamber recommend any further relaxation of the provisions of the Indian Merchandise Marks Act or of the present practice thereunder?

(*e*) In particular would the Chamber recommend the Government to dispense altogether with any marking on goods indicative of the country of origin.—I have, &c.,

R. A. MANT, Under-Secy. to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Enclosures to letter No. 4359-S.R. of 1901.

Enclosure No. 1].

No. 87 (REVENUE), DATED THE 28TH JUNE 1901.

From LORD GEORGE F. HAMILTON, His Majesty's Secretary of State for India, to His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

With reference to your letter No. 91 (Finance and Commerce), dated 14th March 1901, I forward herewith, for the consideration of your Excellency's Government, a copy of further correspondence * with His Majesty's Board of Customs, and with Messrs. Ullmann, Hirschhorn & Co. on the subject of the administration of the Indian Merchandise Marks Act of 1889.

* To Board of Customs, dated 26th April 1901, R. and S. 1020.
From ditto, dated 22nd May 1901.
From Messrs. Ullmann, Hirschhorn & Co., dated 30th March 1901.
To ditto, dated 25th June 1901, R. and S. 1431.

2. In view of the opinions of the Select Committee which in 1897 inquired into the working of the British Merchandise Marks Act, and of the changes afterwards introduced into its administration, as defined in the General Order of 26th February 1900, I think that your Government might consider whether it may not be possible, whilst paying due regard to the protection of the consumer against fraud and of the British manufacturer against unfair competition, to make concessions somewhat similar to those now made in England, with the object of meeting the objections of intermediate dealers to disclose their trade secrets by specifying the exact country of origin of their goods. Your Excellency's Government will observe that, under the General Order of the Board of Customs, No. 15—5900, dated 26th February 1900, the mere use of the English language in a description "simply as language and where not involving the name of any place in or part of the United Kingdon," is not regarded as

a "direct," or unless special circumstances exists as an "indirect" indication of British origin. Again, under the same General Order when the marks on, or the trade description of, goods are such as to constitute a statement or indication, direct or indirect, that foreign goods were made in the United Kingdom, it is considered sufficient to correct the marks or description by the words "made abroad," unless the name or trade-mark is, or purports to be, the name or trade-mark of a manufacturer, dealer or trader in the United Kingdom, and requires accordingly the statutory addition of the exact country of origin.

3. I understand that in both these two classes of cases the Indian practice is more stringent than the English, and requires the precise country of origin to be stated. As regards the first class, it is possible that the mere use of English as "language" in a description (not otherwise incorrect) applied to foreign goods may in India be more likely to mislead, in respect of the country of origin of the goods, than it is in England. If this be so, I think your Excellency's Government would be justified in requiring in all such cases the addition of some such words as "made abroad," although in England no action would be taken. As regards the second class of cases where the description is "false," but does not come within the provisions of clause (*e*) of section 18 of the Sea Customs Act, I suggest for your Excellency's consideration, whether the English practice, which requires only a general indication of foreign origin to be applied to the goods, might not with advantage be adopted.

No. R. AND S. 1020, DATED THE 26TH APRIL 1901.

From SIR H. WALPOLE, Under-Secretary of State for India, to the SECRETARY, BOARD of CUSTOMS.

With reference to your letter No. 16264 of 28th November 1900, I am directed by the Secretary of State for India in Council to forward copy of correspondence* with the Government of India, and also with Messrs. Ullmann, Hirschhorn and Company, on the question of the possibility of introducing any relaxations into the administration of the Indian Merchandise Marks Act, 1889.

Lord George Hamilton will be glad to receive any further remarks or suggestions that the Board of Customs can offer on this subject, and particularly on the point whether a middleman, without any intention of

* To India, No. 225 (Revenue), dated 20th December 1900.
From India, No. 91 (Finance and Commerce, dated 14th March 1901.
To Messrs. Ullmann and Hirschhorn, dated 18th December 1900, R. and S. 3379.
From ditto, dated 30th March 1901. Copy of Indian Sea Customs Act, 1878, and Merchandise Marks Act, 1889, enclosed.

fraud, may not be anxious to avoid disclosing the origin of the goods. It will be observed that the Government of India have considered the case with reference only to the manufacturers.

No. 6446, DATED THE 22ND MAY 1901.

From R. HENDERSON, ESQ., Secretary, BOARD of CUSTOMS, to the UNDER SECRETARY of STATE for INDIA.

With reference to Sir H. Walpole's letter of the 26th ultimo, R. and S. 1020, on the question of the possibility of introducing any relaxations into the administration of the Indian Merchandise Marks Act, 1889, I am directed by the Commissioners of Customs to state that the observation of the Government of India in paragraph 3 of their letter that they understand that the agitation as to the lenient application of the Merchandise Marks Act in England is based on the ground that English trade is injured by teaching the public that certain goods could be procured in other countries than England is, so far as it goes, correct. It is undoubtedly true that prior to the year 1897 there was a considerable body of opinion in this country against the then somewhat rigorous administration of the importation sections of the Act of 1887, and a widespread idea that British trade suffered very sensible injury from the gratuitous advertisement given to foreign manufactured articles by insisting that in every case the words "Made in Germany," "Made in France," etc., etc., as the case might be, should appear on goods made abroad. Dealers were thereby forced to disclose their sources of supply to trade rivals, whilst the public, who, as a rule, had a traditional and substantial faith in the worth of genuine British productions, were led gradually into the habit of using, and then of enquiring for, foreign-made articles.

The object of the Act had been to encourage honesty in trade or, perhaps it would be more correct to say, to prevent the imposition upon the public, whether as consumers or as traders (and whether by foreign manufacturers direct or through the intermediary of British traders), of foreign goods dressed up in the guise of British manufactures, which latter have always preserved a character for substantial and solid value. But it was recognised that the realisation of this object need not necessarily in all cases of offences against the law be combined with the enforcement of the extreme penalty of confiscation, and that obliteration of the offending marks would in most cases satisfy the intention of the law, especially as, in a large proportion of instances, the middleman, a dealer in this country,

clearly had not any intention of practising deception when, in ordering goods from abroad, he directed that his name and address should be marked thereon.

The Government of India might be referred to the report of, and evidence given before, the Select Committee of the House of Commons on Merchandise Marks in 1897 for a full exposition of the reasons which have led to the existing more lenient but, the Board of Customs believe, not lax administration of the Act of 1887.

In reply to the question raised in Sir H. Walpole's letter of the 26th ultimo, as to whether a middleman, without any intention of fraud, may not be anxious to avoid disclosing the origin of the goods, I am to invite attention to the 11th and 12th paragraphs of the Report above mentioned, which show that the Committee answered the question in the affirmative.

I am to add that the Board of Customs have not sufficient knowledge of the conditions of trade in India to enable them to express an opinion as to whether it would be advisable to introduce any relaxations into the administration of the Indian Merchandise Marks Acts, many of the penalties in which appear to be very severe.

DATED THE 30TH MARCH 1901.

From Messrs. ULLMANN, HIRSCHHORN, & Co., Manchester, to the UNDER SECRETARY of STATE for INDIA.

With reference to ours of the 14th November 1900, *re* the administration of the Merchandise Marks Act in India, and your reply to same, dated 18th December 1900 (Ref. R. and S. 3379), we now beg to inform you that our firm in Calcutta have taken up the matter with the Collector of Customs in that city, who replies that "unless and until the Government of India issue special orders on the subject, I am bound to administer the law as it stands in the Statute Book."

As the Customs authorities in this country have instructions to relax the law as set forth in the Act referred to, we trust that these instructions will be extended to Calcutta at an early date.

No. R. AND S. 1431, DATED THE 25TH JUNE 1901.

From Sir A. GODLEY, K.C.B., Under Secretary of State for India, to Messrs. ULLMANN, HIRSCHHORN & Co.

I am directed by the Secretary of State for India in Council to inform you that shortly after the receipt of your letter of 30th March last he

received a communication from the Government of India on the subject of the administration of the Indian Merchandise Marks Act.

His Lordship has again consulted the Board of Customs in this country, and will now request the Government of India, in whom the administration of the Indian law is vested, to consider whether any relaxation can be introduced into its working at Indian ports.

Enclosure No. 2.]

GENERAL ORDER OF THE BOARD OF TRADE No. $\frac{15}{1900.}$

DATED 26TH FEBRUARY 1900.

Merchandise Marks Act, 1887. *Consolidated instructions.*

The following consolidation of the General Orders and other instructions on the subject of the Merchandise Marks Act of 1887, is issued for the information and guidance of the officers.

1. The regulations made by the Board under Section 16 of the Merchandise Marks Act, 1887, will be found on page 13.

2. Goods imported into the United Kingdom which do not bear any marks whatever, either on the goods themselves or on the coverings containing them, are not subject in any way to the Act, and therefore need not bear any statement or indication, such as "Made abroad," "Made in Germany," etc.

Goods without Marks.

3. Although the Act draws no special distinction, except as regards the requirement of qualification in certain cases under Section 16, between goods prohibited on account of marks suggesting British origin and goods prohibited on other grounds, for the purposes of Customs administration, it is convenient to deal with them separately. The goods therefore, prohibited under the Act to which the attention of officers is called may be classed under two heads—

(A) Goods with marks which suggest British origin and require, in order to legalize their importation, some counteracting qualification (paragraph 4).

(B) Goods with marks prohibited on other grounds (paragraph 19).

It is to be noted that by Section 1 of the Merchandise Marks Act, 1891, (54. Vict., c. 15, the Customs entry relating to imported goods shall, for the purposes of the Merchandise Marks Act, 1887, be deemed to be a trade description applied to the goods.

(A) Goods with Marks suggesting British Origin.

4. Goods falling under (A) may be again subdivided—

(*a*) Goods, whether manufactured or raw, having applied to them any description, figures, words, or marks, or arrangement or combination thereof, which by being or including either expressly or by reference, the name of a place in or a part of the United Kingdom (*e.g.*, "Irish" = "of Ireland"), or in any other way constitute a statement or other indication, direct or indirect, that the goods were made or produced in the United Kingdom.

(*b*) Goods of foreign manufacture bearing any name or mark which is, or purports to be, the name or trade-mark of a manufacturer, dealer, or trader in the United Kingdom.

(*c*) Goods, whether manufactured or raw, having applied to them a generally used trade description, which in indicating a particular class of goods or method of manufacture includes expressly the name of a place in or a part of the United Kingdom and is thereby calculated to mislead as to the place of the manufacture or production of the goods. This class, though in fact only a case of (*a*) is dealt with specially by the Act (Section 18).

5. (A) (*b*) relates to manufactured goods, and not to entirely raw goods, and the word "purports" is to be understood as referring to any name or names reasonably suggesting a British manufacturer, dealer, or trader, whether the name is or is not known to the officer; or as referring to a trade mark, not being merely matter of decoration or ornament, which reasonably suggests itself as British by containing English wording, or other representation specially designed to convey, and, in fact, conveying an impression of British manufacture.

Places indicating method of manufacture.

6. As to (*c*) that the words "trade description which in indicating a particular class of goods or method of manufacture, includes the name of a place in or a part of the United Kingdom, and is thereby calculated to mislead" [*see* 4 (*c*)] mean such terms as Kidderminster Carpets "Balbriggan" on Hosiery, or "Shetland" on Shawls, and the like, which, although they might be held to be merely phrases descriptive of method of manufacture, are yet calculated to mislead as to place of origin. Where, however, such a description has become associated with a particular class of goods in a manner practically to preclude any probability of

deception, as "Portland Cement" and "Bath Chapse," the description need not be accompanied by a statement of the country of actual production. This applies also to the case of Colonial names describing, for instance, classes of wool, etc., where, although the names are British, the circumstances preclude mistake.

7. All such goods as above specified are to be detained and reported to the Board unless they are qualified as follows :—

As to (*a*), by a definite indication of make or production out of the United Kingdom.

As to (*b*), by a definite indication of the country in which the goods were made.

As to (*c*), by the name of the country in which the goods were actually made or produced, with a statement that they were made or produced there.

When "made in" not required.

8. With regard to (*a*), "Made abroad" will be generally sufficient. With regard to (*b*), the name of the country is a sufficient indication, without the words "made in," if the name or trade mark only appears. Where there is an address, as "John Smith, Sheffield," then the qualification must be "Made in Germany," or similar wording ; "Germany" alone would not counteract "Sheffield," (*c*) requires the full statement "Made in Germany."

Actual place of origin.

9. Officers are not expected to decide whether goods were actually made or produced in the country from which in the qualification they are stated to come ; the name of *some* foreign country, or of some place in a foreign country is sufficient.

Place—name alike in United Kingdom and abroad.

10. If the goods bear the name of a place indentical with, or a colourable imitation of, the name of a place in the United Kingdom, the name should be accompanied by the name of the country in which the place is situated. Thus Boston, in Massachusetts, should be accompanied by the name "United States," or by the initials "U.S.A.," or even by the abridgment Mass.

English language on goods.

11. The use of the English language applied as a description to goods imported from non-English-speaking countries is not simply *as* language and where not involving the name of any place in, or part of, the United Kingdom a "direct," and, as a rule, is not to be regarded as an

"indirect," indication of British origin. Where, however, there is good ground for considering that the use of the language was specially designed to convey, and does in fact convey, an impression of such origin, then the language will be a description within (*a*) of paragraph 4.

Initials.

12. "Initials" under the Act, though not treated as names generally, are to be so treated in certain cases, of which the following are all, of which the officers need take cognizance :—

Initials.

(i) Where the initials are followed by affixes distinctly suggesting a British firm as "& Co." from countries where that affix is not used, which includes all the Continental countries except Germany, and "Brothers" or "Bros." or the like, which applies to all non-English-speaking countries. This holds as to all goods whether manufactured or raw ; but in respect of baskets and the like, holding raw fruit, eggs, etc., and sent to and from the Continent, the rule, when the baskets, etc., will not meet the eyes of retail buyers, is not strictly applied.

(ii) Where, in respect of manufactured goods, the name or mark of a manufacturer, dealer, or trader in the United Kingdom is prohibited, on foreign goods, even his own property, without a definite qualification, the initials will fall within the prohibition if they are easily recognizable as those of persons or firms so well known as to make the initials practically equivalent to the name itself ; and also, where they are the initials of known consignees of the goods who will bring them into consumption in the same "coverings." Where the consignees are not known, and no special fact calls attention to the goods, they may, as regards initials, be passed.

Packing Cases and Coverings.

13. Goods will not be liable to detention when the name of a Port or place of destination is applied to mere packing cases or outer wrappers in which goods are clearly not intended to be sold or exposed for sale, or if exposed for sale, then in an expert market. Address marks, when they are merely and manifestly such, for purposes of carriage only, are not marks within the Act.

Cases and coverings.

14. "Coverings" such as boxes, capsules, bottles, etc., are to be judged with discrimination as to whether the marks, if any, on them, refer to them, or to the goods they are to cover. If the marks on them

refer, as is rarely the case, distinctly to the coverings, the case should be reserved for the Board. If the marks, such as Royal Arms or the like, refer to the goods to be covered, and it is shown to the satisfaction of the officer that they will be British goods or goods as to which British marks are not objectionable and do not refer to the coverings themselves, then the coverings may be regarded as not contrary to the Act.

15. This principle will apply to coverings (such as ornamental boxes for tobacco, tea, or confectionery), with names on them of firms who have ordered the coverings for their own goods, or where such firms though not having actually ordered the coverings themselves, consent in writing to their importation for such goods.

Grain Sacks.

Grain sacks.

16. The name and address of a merchant in this country upon grain sacks are to be regarded as an indication that the grain is of British origin, and will require the addition of a statement of the country of production. In the case of grain imported in bulk and transferred *after due entry and clearance* into sacks on board the importing ship, such marking of the sacks need not be qualified with a statement of the foreign origin of the grain.

Samples, etc.

Samples.

17. Samples or patterns, readily distinguished as such, and valueless in themselves, are not to be treated as under the Act so far as British origin is concerned.

Goods not Produced in United Kingdom.

Non-products of United Kingdom.

18. Goods not produced in the United Kingdom, such as wine, tea and other produce not grown in this country, such as linseed, rapeseed, etc., are also treated as not under the Act, so far as British origin is concerned. This is applied further to some special forms of manufacture which, by shape, make, or colour, cannot be mistaken for the manufacture here of the same article, as, for instance, Dutch cheese of the kind well-known to be made in Holland, bearing the initials of British dealers.

(*B*) *Goods prohibited on other grounds.*

19. Goods prohibited on grounds other than marking suggestive of British origin are those which, whether manufactured or raw, have applied to them a false trade description :—

(*a*) as to the place or country in which they were made or produced;

(*b*) as to trade-marks or names so as to constitute forgery ;

(*c*) as to number, quantity, measure, gauge or weight, and mode of manufacture or material ;

(*d*) as to being the subject of any existing patent, privilege, or copyright.

Marks as between foreign countries.

20. As to (*a*), this relates, of course (British origin having been dealt with above), to questions between two foreign countries ; that is to say, to goods with marks indicating make or production in a place or country which is not that in which the goods were made or produced. The Act does not specify particularly what is to be the qualification here ; but if the mark indicates expressly, or by reference, a place or country not that, in reality, of the make or production of the goods there must be a definite qualification to the effect that the goods were not made or produced in the place or country indicated ; *or*, a definite indication of the place or country in which the goods were made or produced.

Mark including place-name.

21. A mark which, though not naming, *includes* the name of a place or country, is to be held as naming such place or country. For instance a wine, the produce of Germany, and described as "Port" or "Sherry" (which words include the names of the places Oporto and Xeres) should have that description accompanied by the statement "produced in Germany," or should be described as "German Port" or "Austrian Sherry," etc. Such a mark as "Lancashire Swedish" on Swedish iron, where the qualifying word follows the misleading name, may be admitted. As in marks suggesting British origin, exception to this rule is made in cases where the name of a place in a trade description is indicative merely of the character of the goods, and is not calculated to mislead as to the country of origin. The description "Brussels Carpet" is an exception of this kind.

Port of shipment evidence of origin.

22. For judging between two foreign countries the Act provides that, in the absence of proof to the contrary, the port of shipment of goods shall be *prima facie* evidence of the place or country in which the goods were made or produced ; and this rule the officers can, generally, act upon. Where, however, the port of shipment is merely an ordinary trading route from some inland country, as Rotterdam or Antwerp with respect to Germany, or Hamburg with respect to Austria,

the officers may, if they have no reason to doubt the good faith of the importer, accept the statement that the goods are the make or produce of the inland country.

Foreign language not of country of origin.

23. The use of language of one foreign country on goods of another must not be viewed more strictly than its use in cases indicating British origin, dealt with in paragraph 11. The use of a certain language is allowed freely to *all* countries when by custom, that language is usually applied to such goods : *e.g.*, Spanish on tobacco and cigars, when the recognised words are applied only to colour, shape, size, and the like ; or French on sardines, when confined to the words " Sardinés a l'huile," without any additional French description.

Forging trade-mark.

24. The forging of a trade-mark [paragraph 19 (*b*)] is the application to goods of any figure, words, or marks, or arrangement, or combination thereof, reasonably calculated to lead persons to believe that the goods are the manufacture or the merchandise of some person other than the person whose manufacture or merchandise they really are ; and this includes the name or initials of a person. The figures, words, or marks applied need not be an actual trade-mark, or actual name, or initials, provided they are a colourable imitation of the mark, name or initials of a person carrying on business in connexion with goods of the same description, and are used without his authority.

Registration.

Registration.

25. As to goods under all the three heads (*b*), (*c*) and (*d*) of paragraph 19, the difficulty of detection by officers, without special information, and more particular examination than is ordinarily bestowed for revenue purposes, is greater than in the case of goods falling under (*a*), but as regards the forging of trade-marks (*b*), as above explained while it would not be possible for officers to enter into the examination of all names and marks so as to detect fraud of this kind, the Board have nevertheless, felt that a manufacturer, dealer, or trader who has reason to believe that his name or trade-mark is one not unlikely to be imitated, so as to constitute a forgery, is entitled to ask that. without the requirement of information beforehand goods so marked shall be stopped ; and to meet this the Board have established the following system.

Detention on account of registration.

26. They have established a system of registration of names or marks so that a manufacturer, dealer, or trader may register his name or mark at such port

or ports as he desires. In respect of names or marks so registered, it will be the duty of the officers, at the particular port or ports, to prevent the delivery of goods to which such names or marks or imitations of them as above explained may be applied, unless the delivery is authorized by the registered proprietor.

27. When goods are thus detained on account of names or marks which have been registered in this Department, care is to be taken in every case that, in addition to the usual notice of seizure required under Section 207 of the Customs Consolidation Act, information of the detention, and of the cause of such detention, shall be at once given in writing to the person who has so registered his name or mark, or to the representative appointed by him to authorise delivery of the goods, who is to be informed that unless immediate attention is given to the matter the goods will be released. If at the end of forty-eight hours, the Collector (or other principal officer concerned) does not receive a reply, he will release the goods ; but Collectors will observe that the limit to the time of detention here laid down does not apply in cases where the marks are such as to render the goods liable to detention irrespective of the question of registration. In any case of detention under this system of registration the Board, if they see fit, may order security to be given if prolongation of the detention is requested, and the matter is, at all, one of doubt.

Registering foreign marks; and agency.

28. Any manufacturer, dealer, or trader, whether British or Foreign, may register his name or mark ; but officers may refuse registration to any name or mark which they consider to be of a character too indefinite or indistinct to recognise, referring to the Board in any case of doubt. An applicant for registration must prove his proprietorship of the name or mark by declaration (see Form C in the Appendix) ; and if, in order to avoid delay, he desires to do so, he may appoint an agent to give authority for delivery of his goods.

Registered marks on goods imported by owner.

29. It must, however, be distinctly understood that the use by any manufacturer, dealer, or trader in the United Kingdom of even his *own* name on foreign goods and the use by any manufacturer, dealer or trader on like goods, of words, figures, or marks of any kind stating or indicating directly or indirectly, make or production in the United Kingdom, are prohibited unless such goods are properly qualified by the required definite indication of origin. It must, therefore, be clearly explained to every person registering a name or mark which involves any such statement or indication, as

will probably often be the case, that while the name or mark will be guarded by such registration, it will not be rendered admissible unless duly qualified, as the law may require, in every case.

Release when qualified.

30. Goods bearing a mark, registered in this Department, may be delivered by the officers without reference to the Board on receipt by them of the authority of the proprietor of the mark, or of his duly appointed agent, provided the mark be properly qualified, as in this Order shown.

General.

British Returned Goods.

British returned goods.

31. British goods returned bearing the name, brand, or mark of any British manufacturer may be admitted upon proof of their origin being furnished. This may be done by Bill of Store ; or by a declaration by the importer that the goods are, to his knowledge, British goods returned, and were originally manufactured in this country ; or by and with the consent in writing of the proprietor of such name, brand, or mark, or his legal representative (42 & 43 Vict., c. 21, s. 6).

32. The declaration by the importer as to the British origin of the goods may be in the usual form as an ordinary Customs document, but if the officer sees reason to doubt it, he should refer the papers to the Board ; and he should, in no case, require a statutory declaration under the Act as to such declarations, without the Board's order.

33 On any other point British goods returned will not be dealt with except on information.

Goods for Private Use.

Private use.

34. *Dutiable.*—Tobacco, including cigars, not exceeding 20lbs., wine not exceeding twelve gallons, and spirits not exceeding one-half that quantity, in any one consignment, may be admitted free of the Act, on the officer being satisfied that the goods are for private use.

35. *Non-dutiable.*—Such goods sent as presents, or for personal use, and not in any process of sale or purchase are similarly free of the Act, and this especially includes articles not new, and which are manifestly private property, such as clothing, or other personal effects and old, used, and damaged articles sent for repairs, imported by, or consigned to, persons whose names are on them. This applies also to presents to corporate bodies or public institutions.

Goods in Transit.

Transhipment goods.

36. Under the Transhipment Regulations, transhipment and transit goods are not to be specially examined for the purpose of scrutinizing marks *in the absence of information* (General Order $\frac{45}{1898}$) ; nor are such goods to be detained under the Merchandise Marks Act unless they infringe its provisions in one or other of the following ways:—

(*a*) By reason of their bearing marks which raise a clear and direct claim to British origin ; or

(*b*) By reason of their bearing the name or trade-mark of a manufacturer, dealer, or trader in the United Kingdom, without qualification ; or

(*c*) By reason of their bearing a trade-mark specially registered at The Customs.

When the mark on a package, or on goods found therein, contravene the Merchandise Marks Act, all the packages of the same mark on the entry are to be examined, the packages with other marks being treated as if on a separate entry.

This direction also applies to goods entered for home consumption, but intended to be forthwith re-shipped for exportation, on production of satisfactory evidence (such as Bills of Lading, Invoices, etc.), of the final destination abroad, of the goods, but they are subject to examination under G. O. $\frac{41}{1898}$ as laid down in G. O. $\frac{41}{1899}$ paragraph (8).

Marks not descriptive but part of the Goods.

Marks where part of goods.

37. Wording or marking, whatever may be its character, if it is not a description "applied" to goods, but part of the goods themselves, as, for instance the regulating words on a thermometer, the titles of books, Christian names on handkerchiefs, such words as "a present from Margate" on china and the like, are not amenable to the Act.

Goods imported for advertising purposes only, and not for sale, although bearing the name, or name and address of a British trader, provided he is not a maker of, or dealer in, such articles may be delivered upon a written statement to that effect from the person whose name is on the goods.

Reports of Detention.

Detained goods to be reported at once; monthly and quarterly.

38. Report (on Form 294) is to be made immediately of all cases of detention of goods stating briefly the number of packages detained, the port from which they come, the marks and numbers of the packages, the description and value of the goods, and the objectionable marking, whether by means of labels or on the goods themselves, on account of which they are detained. Reference should be made to any previous cases of the importation of illegally marked goods consigned to the same merchants or coming from the same consignor.

A monthly return is to continue to be made to the Board, being forwarded to the Solicitor on Forms 401 and 402.

A quarterly return is to be made to the Board (Division IV) on Form No. 398, for which purposes the present form of record at the various stations is to be maintained.

When report dispensed with.

39. Immediate reports of detentions of goods may be dispensed with when such detentions are made in consequence of the absence of evidence that the marks on the goods are correct, provided that the officers have reason to believe that such evidence will be forthcoming within a reasonable time. On production of the evidence, the officers, if satisfied therewith, will deliver the goods. This direction will include British returned goods bearing marks which would be open to objection on goods of foreign origin ; also goods bearing marks indicative of origin in some country other than that from which the goods are imported, when such marks are believed to be authentic.

All marks to be reported.

40. The whole of the marks found on the detained goods should be reported, including the marks on cartoons, cases, etc., containing the goods and not merely the actual mark for which the detention has been made.

Qualifying Words to be conspicuous, etc.

Qualification to be conspicuous.

41. The officers are to take care that, in all cases where the Board allow qualifying words to be added before the delivery of goods, such words are applied in characters clear, conspicuous, and as indelible as the marks requiring qualification, and in close proximity to those marks.

Seizures and Unclaimed Goods.

42. In all cases in which goods are ordered to be retained as seizures, a *full examination* of the contents of all the packages should be made as soon as the order for seizure is given, and any discrepancy between the marks originally reported and those found on the goods should be communicated to the Board forthwith.

Seizures. Full examination.

But if an importer should express a wish not to have *all* his packages opened, officers may forego this upon a consent in writing from him, or his agents, that the whole consignment shall be taken as having marks applied to them similar to those on the goods in the packages already opened.

43. Goods which have been placed under detention on account of illegal marks, and in respect of which no applications have been made by the importers for, or no steps taken to carry out the conditions imposed by the Board on their release, are to be removed to the Queen's Warehouse, within two months from the date of the Board's order for their detention, without special directions in each case, if the officers see no circumstances which call for exceptional treatment. They are to be entered in the Monthly Seizure Account.

Goods in London not claimed within two months.

Patent or Copyright on Goods.

44. In order that there may be no risk of goods protected by Patent or Copyright in the United Kingdom being offered for sale by this Department, in submitting Accounts of Seizures under the Act, particular attention should be called in column 8 to any goods included for disposal marked "Patent" or "Copyright," or which the officers have any reason to suppose are patented, or the subject of copyright, in this country.

Goods for sale: Patent or Copyright.

Watch Cases and Watches.

45. A special provision as to watch cases and watches is made by Section 7 of the Act. It provides that, as regards watches, any mark on the case is to be deemed to extend to the watch. If, therefore, a watch case is made in this country, with any statement or indication of origin such as, for

Watch cases and watches.

instance, a British Hall-mark, and, having been exported, is returned with a foreign movement, then, in the absence of a counter-description on the watch itself, the mark on the case will apply to the watch.

General Order $\frac{9}{1888}$ which goes fully into this subject is not affected by this Consolidating Order.

PROCEDURE ON INFORMATION.

Detentions on Information.

46. It must be borne in mind that information, in itself even though given, is not a mandate to the Crown to detain; and no detention should on account of it be made where it is clear that the law would be against it. Officers may sometimes see at once that a consignment to which the information points does not infringe the law, and they will then not detain the goods. But they are authorized to make, when necessary, a fuller examination than ordinarily takes place.

Deposit or bond.

47. In any other case the officer will detain the goods, and require (if it is not already given) immediate security, as in Regulation 4 (page 15). The sufficiency of the sureties name in the notice of information must be tested in the usual way. Regulation 7 (pages 15 and 16) shows when the security will be delivered up.

No security, no detention.

Whenever security is not duly given there will be no further detention.

Information as to origin.

48. Information will not generally touch the point of origin. Whenever it does do so, and affects the interests of "British Possessions" or "Foreign States," if the name complained of is found to be applied to the goods, and is the name of a country, or of a place in a country, not the country of the port of shipment, the officer may, in the absence of proof of make or produce at the place or in the country named on them, be satisfied that the alleged infringement clearly exists. This is in accordance with the principle in paragraph 22.

Forged marks in certain States and British Possessions.

49. Whereever an information relates to a forged trade-mark alleged to be one recognised in a British Possession or Foreign State, information will not be good unless it relates to a Possession or

State to which Section 103 of the Patents, Designs, and Trade Marks Act, 1883, has been applied by Orders in Council, *viz.* :—

British Possessions	New Zealand. Queensland. Tasmania. Western Australia.
Foreign States in Europe ...	Belgium. Denmark, including Faröe Islands. France. Greece. Italy. The Netherlands. Norway. Portugal, including Azores and Madeira. Roumania. Servia. Spain. Sweden. Switzerland.
In N. and S. America and the W. Indies.	Brazil. Ecuador. Mexico. Paraguay. San Domingo. Surinam and Cura Coa. The United States of America. Uruguay.
In Africa	Tunis.
In Asia	Japan. Netherlands East India Colonies.

Definitions.

50. The officers will note the meanings given by the Act to the following expressions, *viz.* :—

Definitions,	
"Goods" "Trade Mark" *"Trade Description" "False Trade Description" "Person" "Manufacturer" "Dealer" or "Trader" "Proprietor" "Name" "Name or initials"	Section 3, and *54 Vict., c. 15, s. 1.
"Applied" "Falsely applied" "Coverings"	Section 5 (1), (2) and (3).

51. The following General Orders are hereby cancelled :—

Nos. 81 and 99 of 1887.
Nos. 10, 14, 26, 33, 39, 44, 121 122, 125 and 147 of 1888.
No. 7 of 1889.
Nos. 1 and 8 of 1890.
Nos. 50 and 68 of 1893.
No. 4 of 1894.
Nos. 4, 28, 34 and 82 of 1895.
Nos. 4 and 9 of 1896.
No. 63 of 1897.

The following Circular Letters are also cancelled :—

Nos. 1, 4, 5, 8, 33 and 36 of 1889.
No. 6 of 1890.
Nos. 9 and 20 of 1891.
No. 13 of 1892.

The following London Port Orders are also cancelled :—

Nos. 9, 18, 21, 61, 70, 72, 74 and 76 of 1888.
Nos. 23, 48 and 52 of 1889.
Nos. 2 and 6 of 1890.
Nos. 12 and 58 of 1893
No. 10 of 1894.
No. 13 of 1895.
No. 4 of 1898.

The following General Orders on the subject are not affected, *viz.* :—

$\frac{9}{1888}$, $\frac{36}{1888}$ (with directions as to examining, London Port Order No. $\frac{73}{1888}$), and $\frac{43}{1897}$.

Regulations made by the COMMISSIONERS of CUSTOMS under section 16 of the Merchandise Marks Act, 1887.

Whereas by the Merchandise Marks Act, 1887 (hereinafter called "the Act"),

After various provisions against the sale, or exposure for sale, or possession for sale, trade, or manufacture of goods with forged trade-marks or false trade descriptions, or trade-marks falsely applied to them;

And after defining (amongst other things) the expression "trade-mark" in manner therein set forth, with reference to "The Patents, Designs and Trade Marks Acts, 1883," and the law of indicated British Possessions and Foreign States ;

And after defining the expression "trade description" as any description, statement or other indication, direct or indirect, as to number, quantity, measure, gauge, or weight of goods, as to place or country in which any goods were made or poduced, as to the mode of manufacturing or producing any goods, or as to the material of which any goods are composed, or as to any goods being the subject of any existing patent, privilege, or copyright ;

And after defining the expressions "false trade description," and "goods" "apply," and "falsely apply ;"

It is provided by Section 16 that,—

(I) All such goods as above mentioned, and

(II) All goods of foreign manufacture, bearing any name or trade-mark, being or purporting to be, the name or trade-mark of any manufacturer, dealer, or trader in the United Kingdom, unless such name or mark be accompanied by definite indication of the country in which such goods were made or produced, shall be prohibited to be imported, and, subject to the provisions of the said section, shall be included among goods prohibited to be imported, as if they were specified in Section 42 of "The Customs Consolidation Act, 1876."

And whereas by Section 18 of the Act, after authorizing the continued use of trade descriptions lawfully and generally applied to goods of the particular class or manufactured by a particular method, to indicate such class or method, it is provided that, where such trade description includes the name of a place or country calculated to mislead as to where the goods were actually made or produced, such goods not having been actually made or produced there, the said reciting section should not apply (and, consequently, goods so marked would be prohibited), unless there be added to the trade description, immediately before or after the name of the place or country, in an equally conspicuous manner with that name, the name of the place or country in which the goods were actually made or produced, with a statement that they were made or produced there.

And whereas it is also provided by the said section 16 that the Commissioners of Customs (hereinafter called "the Commissioners"), may, from time to time, make, revoke and vary regulations, either general or special, respecting the detention and forfeiture of goods the importation of which is prohibited as hereinbefore mentioned, and the conditions, if any, to be fulfilled before such detention and forfeiture, and may by such Regulations

determine the informarion, notices, and security to be given and the evidence requisite for any of the purposes of the said section, and the mode of verification of such evidence.

And it is further provided by the said last-mentioned section :—

That before detaining goods or taking proceedings with a view to the forfeiture thereof under the law relating to the Customs, the Commissioners may require that such Regulations as aforesaid shall be complied with, and satisfy themselves as to the liability of the goods to forfeiture.

That such Regulations may apply to all goods, the importation of which is prohibited by the said section, or different Regulations may be made respecting different classess of such goods.

And also that the Regulations may provide for the informant reimbursing the Commissioners all expenses and damages incurred in respect of any detention made on his information, and of any proceedings consequent on such detention.

And it is also provided, by the said section, that Section 2 of the Revenue Act, 1883, shall be repealed from a day to be fixed by regulations under the said reciting section, such day not being later than the 1st day of January 1888 without prejudice to anything done or suffered thereunder.

And wheras Section 2 of the Revenue Act 1883, is the law under, and by virture of which, goods of foreign manufacture infringing the proprietory rights of British subjects in Names, Addresses, and Trade Marks, or bearing or having upon them, under certain conditions, the name of a place in or a part of the United Kingdom, are at the present time, detected and stopped by Officers of Customs acting on their own observation and responsibility, under directions laid down by the Commissioners, and without the requirement of previous information, security, or other conditions.

Now, therefore, the Commissioners under and by virture of the hereinbefore recited power in that behalf, hereby make and require to be complied with the following Regulations, *viz* :—

1. Goods prohibited to be imported as hereinbefore recited, having applied to them forged trade-marks, false trade descriptions, or marks, names, or descriptions otherwise illegal, which, upon examination are detected by the officers of Customs, are to be detained by them without the requirement of previous information.

2. In giving information with a view to detention an informant must fulfil the following conditions, *viz.* :—

(*i*) He must give to the Collector or Superintendent, or Chief Officer of Customs of the port (or sub-port) of expected importation, notice in writing, stating,

the number of packages expected, as far as he is able to state the same ;

the description of the goods by marks or other particulars sufficient for their identification ;

the name or other sufficient indication of the importing ship ; the manner in which the goods infringe the Act ;

the expected day of the arrival of the ship.

(*ii*) He must deposit with the Collector or other officer as aforesaid a sum sufficient, in the opinion of that officer, to cover any additional expense which may be incurred in the examination required by reason of his notice.

3. If, upon arrival and examination of the goods, the officer of Customs is satisfied that there is no ground for their detention, they will be delivered. If he is not so satisfied, he will decide either to detain the goods, as in a case of detention upon ordinary examination, or to require security from the informant for reimbursing the Commissioners or their officers all expenses and damages incurred in respect of the detention made on his information and of any proceedings consequent thereon.

4. The security thus required must be an immediate *ad valorem* deposit of ten pounds per cent. on the value of the goods, as fixed by the officer from the quantities or value shown by the entry ; and also, subsequently a bond to be completed within four days in double the value of the goods, with two approved sureties. The *ad valorem* deposit will be returned upon completion of the bond, and will not be required if, as an alternatvie where time permits, the informant prefers to give a like bond before examination upon estimated value of the goods declared to by him under statutory declaration. If the security is not duly given as above required, there will be no further detention of the goods.

5. In the above regulations the words "officer of Customs" mean an officer acting under general or special direction of the Commissioners, and the words "value of the goods" mean value irrespective of duty.

6. The "Notice" and " Bond" required as above shall be in the forms contained in the Schedule to these Regulations, or in such other forms as the Commissioners may from time to time order and direct.

7. The security taken under these Regulations will be given up at the times following, that is to say :

Where given before examination, and if no detention, forthwith.

Where given on detention :—

If the forfeiture is completed, either by lapse of time or ultimate condemnation by a Court of Justice, then on such completion or forfeiture.

If the forfeiture is not completed, then

If the goods are released by the Commissioners, and no action or suit has been commenced against them, or any of their officers, in respect of the detention, then at the expiration of three months from the time of detention ; or, if the goods are released for failure of procedings taken for the forfeiture and condemnation thereof upon information under Section 207 of " The Customs Consolidation Act, 1876," and no action or suit has been commenced against the Commissioners, or any of their officers in respect of the detention, then at the expiration of three months from the trial of such information.

If within such periods as aforesaid any such action or suit as aforesaid has been commenced, then upon the ultimate conclusion of such action or suit, and the fulfilment of the purpose for which the security was given.

8. These Regulations apply to transhipment and transit goods as well as to goods landed to be warehoused, or for home consumption.

9. The 1st day of January 1888 is, by these "Regulations," fixed as the day from which Section 2 of the " Revenue Act, 1883," shall be repealed, subject to the terms of the recited Act ; and these Regulations will take effect from the date of such repeal.

CHARLES DU CANE,
H. MURRAY,
HORACE SEYMOUR. } Commissioners of H. M. Customs.

Custom House, London,
1st December 1897.

A.

SCHEDULE.

(NOTICE.)

The Merchandise Marks Act, 1887.

To the Collector, Superintendent, or Chief Officer of Customs at the* Port of

I hereby give you notice that the undermentioned goods, that is to say,[1]

are about to be imported into your port on or about the day of next in the[2] from . That such goods are liable to detention and forfeiture being[3]

That

Mr. of

and Mr. of

are prepared to become my sureties in such bond as may be required upon detention of the goods.

And I request that the said goods may be detained and dealt with accordingly.

Dated this day of , 188

A. B.

(or Agent for)

* Or Sub-Port.

1 Describe the goods, number of packages, marks used, and any other particulars necessary for their identification.

2 Describe the ship, and give name or indication.

3 State how the goods infringe the Act, and if the infringement is one as to a forged trade mark protected in a British Possession or Foreign State, state the Possession or State, or if the infringement is one as to place or country of origin, state the name of the place or country falsely used.

B.

(BOND.)

The Merchandise Marks Act, 1887.

Know all Men by these Presents, that we A. B. and

NOTE.—Mr. refers to is Bankers (or) Solicitors, and Mr. to his Bankers (or) Solicitors as to his sufficiency for the penalty of the Bond.

are held and firmly bound unto Our Sovereign Lady Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, in the sum of

Pounds to be paid to our said Lady the Queen, her heirs or successors. For which payment well and truly to be made we bind ourselves, jointly and severally, our heirs, executors, and administrators, firmly by these presents. Sealed with our Seals. Dated this day of in the year of our Lord, one thousand eight hundred and

Whereas the above named A. B. has by a notice dated the day of informed the Collector of Customs at that the undermentioned goods, that is to say, were about to be imported into the port of contrary to Section 16 of the Merchandise Marks Act, 1887, and requested that the said goods should be detained and dealt with accordingly. And whereas the said goods duly arrived in the said Port on the day of last, and are now detained pursuant to the said notice. Now the condition of this obligation is such that if the said A. B.

his executors or administrators, shall well and effectually indemnify, save harmless, and keep indemnified Her Majesty, her heirs and successors, and all her and their officers of Customs, and their executors or administrators, from and against all loss or damage, payment or payments, and all costs and expenses which Her said Majesty, her heirs or successors, and her and their officers of Customs, their executors or administrators, shall or may sustain or incur by reason or on account of any detention of the said goods following upon the information contained in such notice and any proceedings consequent upon such detention, then this obligation shall be void, or otherwise shall be and remain in full force and virtue,

Signed, sealed, and delivered.

C.

MERCHANDISE MARKS ACT, 1887.

(50 & 51 *Vict., Ch.* 28.)

Declaration on Registration under paragraph 28 *of General Order.*

Port of

[1]Full name and address of declarant. I[1]

[2]"I" or "I and my patners, trading as Messrs. [1]or, "such and such a Company, of which I am the representative official," or so and so of such and such a place abroad, whom I represent in this country." hereby declare that[3]

[5] "is" or "are." [3]the Proprietor , of[4]

viz,

[4] "the following name as the trade description," or the following trade mark," or the "following name as a trade description and trade mark."

which[5] expect to be applied to goods imported, from time to time, at this Port; and

[5]"I" or "we"

[6]"I" or "we."

that[6] have appointed Mr.[7]

of

[7] This portion as to appointment of agent may be erased, where such appointment is not desired.

[5] "my" or "our."

to be[8] agent, to give authority for the delivery of such goods.

I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Statutory Declaration Act, 1835.

Declared this day of 188 .

At

Before me

A Commissioner to Administer Oaths, etc.

N.B.—Registration in pursuance of this declaration is subject to the provisions of the Act, which forbid the importation, by a registered proprietor, even of his own goods which bear, in name or mark, any statement or indication, direct or indirect of make or produce in the United Kingdom, unless qualified as the Act requires.

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MEMORANDUM respecting marks on goods imported for Home consumption.

1. Foreign goods imported into the United Kingdom which do not bear any marks whatever, either on the goods themselves or on the packages or wrappers containing them, are not required to bear any qualifying statement or indication, such as "Made abroad"—"Made in Germany," etc.

2. Foreign manufactured goods bearing a name or trade-mark being, or purporting to be, the name or trade-mark, of a manufacturer, etc., in the United Kingdom, must have that name or trade-mark accompanied by a definite indication of the country of origin of the goods. The name of the country is a sufficient indication, without the words "made in," if a name or trade-mark only appears, *e.g.*, "John Smith, Germany," would be satisfactory. If such a mark as "John Smith, Sheffield," is used, then the qualifiation must be "Made in Germany," or similar wording.

3. If foreign imported goods bear the name of a place indentical with, or a colourable imitation of, the name of a place in the United Kingdom, the name should be accompanied by the name of the country in which the place is situated. Thus Boston, in Massachusetts, should be accompanied by the name "United States," or by the initials "U. S. A."

4. If a trade description includes the name of a place, and the goods on which it appears are not the produce of that place, or of the country in which it is situated, the trade description must be accompanied by a statement indicating the actual country of production. For instance, a wine, the produce of Germany, and described as "Port" or "Sherry" (which words include the names of the places Oporto and Xeres) should have that description accompanied by the statement "produced in Germany" or should be described as "German Port" or "German Sherry." An exception to this rule is made in cases where the name of a place in a trade description is indicative merely of the character of the goods, and is not calculated to mislead as to the country of origin. Thus such a description as "Brussels Carpet," or "Portland Cement," need not be accompanied by a Statement of the country of actual production.

5. Trade descriptions in the English language applied to foreign goods imported for home consumption from non-English-speaking countries are not regarded as indirect indications that the goods are of British or Irish origin, unless the officers have good ground for considering that such trade descriptions are specially designed to convey, and do in fact convey, an impression of British or Irish origin for the goods.

Trade descriptions on imported goods in a foreign language, which is not that of the country from which the goods are imported, must be accompanied by a statement of the actual country of production of the goods, *e. g.*, "Made in Germany."

6 As regards watches, any mark on the case is deemed to extend to the watch. If, therefore, a watch case is made in this country, and bears any statement or indication of such origin (as, for instance, a British hall-mark), and the watch itself is made in Switzerland, then there must appear on the plate of the watch a statement or indication that it is of Swiss origin.

7. All qualifying statements or indications must be distinct in equally conspicuous characters with, and in proximity to, the marks they are intended to qualify.

8. Marks on samples or patterns, whether of British or foreign manufacture, are not required to be accompanied by any qualification, provided such samples or patterns are valueless in themselves, do not form whole or complete articles, and can be readily distinguished as samples or patterns.

CUSTOM HOUSE, LONDON ;
The 28th January 1898.

Enclosure No. 3.

No. 91, DATED 14TH MARCH 1901.

From the GOVERNMENT of INDIA, to the SECRETARY of STATE for INDIA.

We have the honour to acknowledge the receipt of your Lordship's Despatch No. 225 (Revenue), dated the 20th December 1900, regarding the administration of the Merchandise Marks Act in India. We observe that the Board of Trade, in administering the regulations in force in the United Kingdom, aim generally at the removal of unsatisfactory marks rather than at their qualification, but that where this involves difficulty or hardship they are content with requiring the addition of the words "Made abroad" whenever such a qualification can be construed as falling within the spirit of the law. Your Lordship is confident that we do not desire our officers to exercise greater stringency in this matter than is the usage of His Majesty's Customs houses in England.

2. In reply we have the honour to explain that our present practice is to require the name of the country of manufacture to be marked on goods manufactured on the Continent of Europe only when the manufacturers'

name and the trade description are expressed in English. The object of this provision is mainly to protect the consumer, who might otherwise be induced to purchase foreign goods under the impression that they were manufactured in England; but it has the further effect of safeguarding British manufactures against unfair competition. We do not understand what reason the importer can have for objecting to indicate the country of origin, unless fraud on the consumer is intended. As some importers do object, it is, in our opinion, probable that they contemplate fraud, and they have furnished by their complaints strong reason for insisting on the indication being clearly given.

8. We are not aware of the reasons which have led the Board of Trade to adopt a lenient application of the Merchandise Marks Act in England. But we understand that the agitation on the subject is based on the ground that English trade is injured by teaching the public that certain goods could be procured in other countries than England. We can hardly consider this argument to be worthy of serious refutation. If the foreign manufacturer shared it, he would not wait for a Merchandise Marks Act to stampe his goods boldly and clearly with the name of the country and place of origin. American makers of agricultural machines do not require to be invited to conspicuously mark their manufactures; they always do show conspicuously the name and address of the manufacturer. John Maria Farina is careful to lable each bottle of Eau de Cologne with the full address. And Lyons silk weavers have yet to be found who would object to saying that their silk was made in Lyons.

4. We are satisfied that foreign manufacturers know where their own interests lie, and that only when their goods are inferior they are anxious to pass them off as of British origin. We are confident that your Lordship will agree with us that it will be to the interest neither of the Indian consumer nor of the British manufacturer to encourage them in this practice.

BOMBAY CHAMBER OF COMMERCE, 10th September 1901.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 4360—S. R., dated the 19th August last, relating to the question of introducing a more lenient administration of the Merchandise Marks Act in India. That

letter and the documents attached to it have had the most careful consideration of the Committee, and I am now directed to inform you that they are in the main in accordance with the views expressed in the letter of the Government of India, No. 91, dated 14th March 1901. My Committee have discussed *seriatim* the five questions propounded in the Government of India's letter to the Bengal Chamber of Commerce. The members are of opinion that the use of the English language in a trade description or mark should, in the absence of anything obviously to the contrary, be, as at present, regarded as suggesting that the goods to which such use is applied are of British origin. It follows that the Committee would not recommend that the present usage regarding the specific indication of foreign origin be dispensed with and generally they desire me to submit with respect that, since the words "made abroad" would be liable to misconstruction in India, there is no reason for such change in the Act as appears to be under consideration.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1632-1901.

CALCUTTA, the 14th December, 1901.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY, GOVERNMENT of INDIA, Finance and Commerce Department

In continuation of my letter No. 1217—1901 of 7th September, 1901, I am directed by the Committee of the Bengal Chamber of Commerce to reply to your letter No. 4359-S. R., dated Simla, 19th August, 1901, on the question of a more lenient application of the provisions of the Indian Merchandise Marks Act, under cover of which you forwarded, for the information of the Chamber, copy of a Despatch, with enclosures, No. 87 of 28th June, 1901, from the Secretary of State for India, containing the latest expression of His Lordship's views. You also forwarded copy of the General Order of the Board of Trade, No. 15—1900 of 26th February, 1900, containing the instructions now in force in regard to the marking of foreign goods imported into the United Kingdom.

2. After drawing attention to the main differences between the systems of working the English and the Indian Merchandise Marks Acts, you give at some length the views of the Government of India and also of the Secretary of State for India with reference to certain relaxations which it has been suggested should be introduced into the Indian Merchandise Marks Act. You then allude to statements which have been made as to the Act being of very little value in the way of protection to the consumer, and finally intimate that the Government of India are not disposed to accept unreservedly the arguments which have been put forward in depreciation of the usefulness of the Act and are detailed in the letter. You ask the opinion of the Chamber on five specific points as follows :—

(*a*) Should the mere use of the English language in a description be considered, as at present, as suggesting that the goods to which it is affixed are of British origin ?

(*b*) In cases in which a trade description is held to suggest that the goods are of British origin, would it be sufficient to provide for the addition of some general terms indicative of foreign origin ?

(*c*) If so, are the words "made abroad" suitable for use in India and properly applicable to non-Indian goods manufactured outside the United Kingdom ?

(*d*) Do the Committee of the Chamber recommend any further relaxation of the provisions of the Indian Merchandise Marks Act or of the present practice thereunder ?

(*e*) In particular, would the Chamber recommend the Government to dispense altogether with any marking on goods indicative of the country of origin ?

3. In view of the varied and important interests which would be affected by any change in the working of the Indian Merchandise Marks Act, the Committee considered it advisable, before replying to your letter, to place themselves in communication not only with their own members, but also with the mercantile Associations connected with the Chamber, and the Calcutta Trades Association. They have also had the advantage of obtaining the opinions of some of the other Indian Chambers of Commerce. Although there is some divergence of views in the replies, the preponderance of opinion is strongly against any relaxation in the working of the Act or any interference whatever with its provisions ; and it seems clear that a large majority of importers do not desire any change in the present system of working.

Under these circumstances, the Committee have no hesitation in replying in the affirmative to question (*a*), and in the negative to questions (*b*), (*c*), (*d*) and (*e*).

4. In recording these opinions, I am instructed at the same time to draw the special attention of the Government of India to the undesirability of working the English and the Indian Acts under different systems the effect of which is injurious to the interests of Indian importers. It would appear that, under present conditions, it is possible to import Continental goods into the United Kingdom which do not bear any marks whatever either on the goods themselves or on the packages or wrappers containing them, as indicating the country of origin. Such goods can be shipped to India to the detriment of British manufactures. The Committee agree with the views of the Government of India, as set forth in their Despatch No. 91 of 14th March, 1901, that it is necessary to require the country of manufacture to be marked on foreign goods when the manufacturer's name and the trade description are expressed in English in order both to protect the consumer from being induced to purchase inferior foreign goods under the impression that they were manufactured in England, and also to safeguard British manufacturers against unfair competition. The Committee do not consider that any good reasons have been shown for allowing the importation of foreign goods marked with some such general description as the words "made abroad."

In conclusion, I am to draw the attention of the Government of India to the desirability of securing an identical mode of working the Act at all the Indian Custom Houses. Their attention has been drawn to the fact that different rulings are occasionally given by different Collectors on important points, and this, as can be readily seen, is a source of difficulty and inconvenience to importers.

APPENDIX K.

COTTON DUTIES AND TARIFF ACTS.

No. 351 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, the 20th JANUARY 1902.

STATISTICS and COMMERCE.

Customs.

NOTIFICATION.

In exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor General in Council, the Governor General in Council is pleased to fix, with effect from the 25th of January 1902, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this Notification shall affect any additional duty imposed under the powers conferred by Section 8A of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899).

J. F. FINLAY, Secy. to the Govt. of India.

No. 352 S. R.

Ordered that a copy of this notification, and of the schedule herein referred to, be forwarded to all Local Governments and Administrations.

Ordered also that a copy be forwarded to the Director-General of Statistics.

R. A. MANT, Under-Secy. to the Govt. of India.

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	ANIMALS, LIVING.		Rs. a.	
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds	.....	...	Free.
	ARTICLES OF FOOD AND DRINK.			
2	COFFEE	cwt.	28 0	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*contd.*			
3	FRUITS AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds without shell ...	cwt.	50 0	Five per cent.
	,, in the shell ...	,,	14 0	,,
	,, (kagazi)	,,	40 0	,,
	Cashew or cajoo kernels ...	,,	14 0	,,
	Cocoanuts	thousand	27 0	,,
	,, kernel (khopra)	cwt.	12 0	,,
	Currants, in cases... ...	,,	14 0	,,
	,, in cans	,,	28 0	,,
	,, other	,,	14 0	,,
	Dates, dry, in bags... ...	,,	5 8	,,
	,, wet ,, ...	,,	4 0	,,
	,, ,, in pots, boxes and tins	,,	8 8	,,
	Figs, Persian, dried ...	,,	10 0	,,
	Garlic	,,	8 0	,,
	Hops	.....	...	Free.
	Pistachio nuts	cwt.	33 0	Five per cent.
	Prunes, Bussora (alu-Bokhara)	,,	20 0	,,
	Raisins, black	,,	8 0	,,
	,, kishmish	,,	10 0	,,
	,, Munakka	,,	8 0	,,
	,, other sorts ...	.....	*ad valorem*	,,
	Walnuts	cwt.	8 0	,,
	All other sorts of fruits and vegetables	.....	*ad valorem*	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	.....	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	.....	*ad valorem*	Five per cent.
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	lb.	0 10½	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	ARTICLES OF FOOD AND DRINK—*contd.*			
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—*concld.*			
	Beef and Pork ...	tierce of 3 cwt.	100 0	Five per cent.
		barrel of 2 cwt.	75 0	,,
	Biche de mer	cwt.	50 0	,,
	Butter	lb.	1 4	,,
	Cheese	,,	0 10	,,
	China preserves in syrup...	box of six jars.	4 8	,,
	,, ,, dry, candied ...	lb.	0 4½	,,
	Cocum	cwt.	5 0	,,
	Fish-maws	.....	...	Free.
	Flour	.....	*ad valorem*	Five per cent.
	Ghi	cwt.	50 0	,,
	Groceries not otherwise described	.....	*ad valorem*	,,
	Margarine	lb.	1 4	,,
	Pork hams	,,	0 11	,,
	Sago...	cwt.	7 8	,,
	Shark-fins	.....	...	Free.
	Singally and sozille ...	.....	...	,,
	Tapioca	cwt.	11 0	Five per cent.
	Vinegar, European, in wood	Imperial gallon.	1 0	,,
	,, Persian	,,	1 8	,,
	,, Indian	,,	0 6	,,
	All other sorts of provisions, oilman's stores and groceries	.....	*ad valorem*	,,
7	SPICES—			
	Betelnuts—Goa	cwt.	11 0	,,
	,, —in the husk ...	thousand	2 0	,,
	,, —all other sorts ...	.....	*ad valorem*	,,
	Chillies, dry	cwt.	13 0	,,
	Cloves	,,	25 0	,,
	,, stems and heads ...	,,	8 0	,,
	,, in seeds, nariavang ...	,,	11 0	,,
	Ginger, dry	,,	20 0	,,
	Mace	lb.	1 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*concld.*			
7	SPICES—*concld.*			
	Nutmegs	lb.	0 8	Five per cent.
	„ in shell	„	0 5	„
	Pepper, black...	cwt.	33 0	„
	„ white	„	65 0	„
	All other sorts of spices ...	.....	*ad valorem*	„
8	SUGAR, China, candy	cwt.	18 0	„
	„ loaf	„	15 0	„
	„ crystallised beet ...	„	10 0	„
	„ „ and soft, from China	„	10 8	„
	„ „ and soft, from Mauritius and Egypt.	„	10 0	„
	„ soft or raw, other than from Mauritius, Egypt, or China	„	9 8	„
	„ all other sorts, including saccharine produce of all kinds and confectionery.	.....	*ad valorem*	„
9	TEA, black	lb.	0 8	„
	„ green	„	0 10	„
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	lb.	0 1½	„
	Alkali, Indian (sajji-khar)	cwt.	2 0	„
	Alum	„	4 10	„
	Arsenic	„	25 0	„
	„ (China mansil) ...	„	18 0	„
	Bicarbonate of soda ...	„	6 8	„
	Copperas, green	„	2 12	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*contd.*			
10	CHEMICAL PRODUCTS AND PREPARATIONS—*contd.*			
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	.....	*ad valorem*	Five per cent.
	Sal ammoniac	cwt.	27 0	,,
	Sulphate of copper ...	,,	20 0	,,
	Sulphur (brimstone), flour.	,,	6 0	,,
	,, (,,), roll...	,,	5 0	,,
	,, (,,), rough	,,	4 8	,,
	All other sorts of chemical products and preparations, including saltpetre and borax	.....	*ad valorem*	,,
11	DRUGS, MEDICINES, AND NARCOTICS—			
	Aloes, black	cwt.	18 0	,,
	,, Socotra	,,	25 0	,,
	Aloe-wood	lb.	6 0	,,
	Asafœtida (hing)	cwt.	65 0	,,
	,, coarse (hingra)...	,,	22 0	,,
	Atary, Persian	,,	15 0	,,
	Banslochan (bamboo camphor)	lb.	0 5	,,
	Brimstone (amalsara) ...	cwt.	35 0	,,
	Calumba root	,,	9 0	,,
	Camphor, refined, cake ...	lb.	1 10	,,
	,, partially refined, cake, in blocks of about 13 lb. ...	,,	1 3	,,
	,, crude, in powder.	,,	1 3	,,
	Cassia lignea	cwt.	26 0	,,
	China root (chobchini), rough	,,	8 0	,,
	China root (chobchini), scraped	,,	13 0	,,
	Cubebs	,,	26 0	,,
	Galangal, China	,,	10 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*concld.*			
11	DRUGS, MEDICINES, AND NARCOTICS.—*concld.*			
	Pellitory (akalkara) ...	cwt.	50 0	Five per cent.
	Peppermint crystals ...	lb.	9 0	,,
	Quinine and other alkaloids of chinchona	.....	.....	Free
	Salep	cwt.	125 0	Five per cent.
	Senna leaves	,,	6 0	,,
	Storax liquid (rose melloes)	,,	40 0	,,
	Tobacco, unmanufactured..	.....	... ..	Free
	,, manufactured ...	.....	*ad valorem*	Five per cent.
	All other sorts of drugs, medicines, and narcotics, except opium (for which see Schedule III) ...	.....	,,	,,
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4½	,,
	,, ,, 50 ,,	,,	1 8½	,,
	,, ,, 60 ,,	,,	1 12	,,
	,, ,, 70 ,,	,,	2 0½	,,
	,, ,, 80 ,,	,,	2 4½	,,
	,, ,, 100 ,,	,,	2 12	,,
	,, ,,moist, 10 ,,	,,	0 4½	,,
	,, ,, ,, 16 ,,	,,	0 7	,,
	,, ,, ,, 20 ,,	,,	0 8½	,,
	Aniline ,, ,, indigo blue	,,	0 6½	,,
	,, ,, dry	,,	1 0	,,
	,, salts	,,	*ad valorem*	,,
	Avar bark	cwt.	5 0	,,
	Buzgand (gulpista)... ...	,,	35 0	,,
	Cochineal	lb.	0 11	,,
	Gallnuts (myrabolams) ...	cwt.	3 0	,,
	,, Persian	,,	45 0	,,
	Madder or manjit	,,	9 0	,,
	Orchilla weed	,,	5 8	,,
	Sappan wood and root ...	,,	5 8	,,
	Turmeric	,,	9 0	,,
	All other sorts of dyeing and tanning materials... ...	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free*: Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry which the Governor General in Council may, by notification in the *Gazette of India*, exempt, also the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks.]	.....	*ad valorem*	Five per cent.
14	MACHINERY, namely, prime-movers, and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts (and component			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
14	parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery.	.....	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	lb.	1 6	Five per cent.
	„ orsidue and leaves, China	„	1 2	„
	„ patent or yellow metal, sheathing, sheets, plates, and bolts ...	cwt.	48 0	„
	„ „ „ (old) ...	„	30 0	„
	„ sheets, flat or in rolls, very thin	„	150 0	„
	„ wire	lb.	0 7½	„
	„ all other sorts	.....	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Copper, bolt and bar, rolled	cwt.	60 0	Five per cent.
	„ brazier's and sheets	„	58 0	„
	„ nails and composition nails ...	„	57 0	„
	„ old	„	40 0	„
	„ pigs, tiles, ingots, cakes, bricks, and slabs	„	55 0	„
	„ Sheathing, plate, and raised bottoms ...	„	60 0	„
	„ China, white copperware	lb.	1 2	„
	„ foil or dankpana, white, 10½ in. × 4½ in.	hundred leaves.	2 2	„
	„ foil or dankpana, coloured, 10½ in. × 4½ in.	„	2 4	„
	„ wire, not including phosphor-bronze ...	lb.	0 9½	„
	„ „ (phosphor-bronze)	.....	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free	.....	„	„
	German Silver	.....	„	„
	Gold bullion and coin ...	.....	.....	Free.
	Gold leaf	hundred leaves.	3 0	Five per cent.
	Iron, anchors and cables ...	.....	*ad valorem*	One per cent.
	„ angle, T, and channel, other than Lowmoor or Swedish	ton.	115 0	„
	„ angle and T, other than Lowmoor or Swedish (if galvanised) ...	„	175 0	„
	„ channel (if galvanised)	... ..	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron bar, Lowmoor and similar qualities...	ton.	370 0	One per cent.
	„ „ Swedish	„	155 0	„
	„ „ „ nail-rod, also round rod under half an inch in diameter ...	„	170 0	„
	„ „ other kinds ..	„	100 0	„
	„ „ „ nail-rod & round rod under half an inch in diameter..	„	105 0	„
	„ „ „ (if galvanised) ...	„	140 0	„
	„ beams, joists, pillars, girders, bridge-works, and other such descriptions of iron imported exclusively for building purposes ...	.....	*ad valorem*	„
	„ plate & sheet, Lowmoor and similar qualities ...	ton.	460 0	„
	„ „ Swedish & charcoal ...	.....	*ad valorem*	„
	„ „ and hoop, other kinds	ton.	115 0	„
	„ hoop, other kinds, (if galvanised)	.....	*ad valorem*	„
	„ plate, other kinds (if galvanised)	ton.	185 0	„
	„ plate, other kinds, (if tinned)	.....	*ad valorem*	„
	„ sheets, other kinds (if galvanised)	cwt.	9 0	„
	„ sheets, other kinds (lead coated) ...	.....	*ad valorem*	„
	Iron bar, hoop, plate and sheet, Lowmoor and Swedish (if galvanised)	.....	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals.—*contd.*			
	Iron bar (including angle, T, and channel) hoop, plate and sheet (tinned)	.....	*ad valorem*	One per cent.
	„ nails, rose, wire and flat-headed	cwt.	10 0	„
	„ nails, clasp	„	17 0	„
	„ „ other sorts (including galvanised or tinned) ...	.....	*ad valorem*	„
	„ nuts and bolts, also galvanised hooks and nuts for roofing	.....	„	„
	„ old	cwt.	2 8	„
	„ pig	.....	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	.....	„	„
	„ rails, chairs, sleepers, and fish-plates, other than those described in No. 58, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips and tie-bars ...	.....	„	„
	„ rice-bowls	.....	„	„
	„ ridging, galvanised ...	.....	„	„
	„ rivets and washers, all sorts	.....	„	„
	„ wire, including fencing-wire and wire-rope, but excluding wire-netting	.....	„	„
	„ all other sorts, including wire-netting ...	.....	„	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lametta	...	*ad valorem*	Five per cent.
	Lead, all sorts (except sheets for tea-chests which are free)	...	,,	,,
	Quicksilver	lb.	1 9	,,
	Shot, bird	cwt.	15 0	,,
	Silver bullion or coin, except current coin of the Government of India, which is free	...	*ad valorem*	,,
	Steel, anchors and cables ...	...	,,	One per cent.
	,, angle, channel and spring	...	,,	,,
	,, bar and blooms ...	...	,,	,,
	,, basic, all sorts including galvanised or tinned sheets	...	,,	,,
	,, beams, joists, pillars, girders, bridge-work, and other descriptions of steel imported exclusively for building purposes	...	,,	,,
	,, cast and blistered of any kind not specified in this number ...	...	,,	,,
	,, hoop	ton	140 0	,,
	,, ,, (if galvanised) ...	...	*ad valorem*	,,
	,, nails	...	,,	,,
	,, nuts and bolts and nail-rods	...	,,	,,
	,, old	ton	120 0	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like...	ton	*ad valorem*	,,
	,, plates and sheets ...	...	115 0	,,
	,, plates and sheets planished	ton	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Steel, plates and sheets, planished (if galvanised) ...	ton	180 0	One per cent.
	„ plates and sheets, planished (if tinned or lead-coated)	...	*ad valorem*	„
	„ rails, chairs, sleepers, and fish-plates other than those described in No. 58, also spikes (commonly known as dog-spikes), switches crossings, lever-boxes, clips, and tie-bars ...	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ T-bars	ton	115 0	„
	„ „ „ (if galvanised) ...	„	165 0	„
	„ „ „ (if tinned)	...	*ad valorem*	„
	„ wire, excluding wire-netting	...	„	„
	„ wire-rope	...	„	„
	„ all other sorts, including wire-netting...	...	„	Five per cent.
	Tin, block	cwt.	85 0	„
	„ foil, and other sorts ...	...	*ad valorem*	„
	Zinc or spelter, nails ...	cwt.	20 0	„
	„ „ plates and other shapes, soft	„	16 8	„
	„ „ plates and other shapes, hard... ...	„	12 8	„
	„ „ all other sorts	...	*ad valorem*	„
	All other sorts of metals ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OILS.		Rs. a.	
16	Petroleum, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum ...	Imperial gallon.	...	One anna.
	Petroleum, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes or fuel	...	*ad valorem*	Five per cent.
	All other sorts of oils, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	„	„
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED.			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 29) and boots and shoes (for which see No. 44) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
18	ART, WORKS OF, except statuary and pictures intended to be put up in a public place, which are free	...	*ad valorem*	Five per cent.
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves ...	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts, and plans, proofs, music, and manuscripts ...	...	...	"
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	"
22	BRUSHES AND BROOMS, all sorts	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds not otherwise described	...	"	"
24	CABINET-WARE AND FURNITURE.	...	"	"
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof	...	"	"
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 31)	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
27	CLOCKS, WATCHES, and other timekeepers, and parts thereof	...	*ad valorem*	Five per cent.
28	COAL, COKE, AND PATENT FUEL.	...	...	Free.
29	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn ...	...	...	„
	„ sewing thread ...	...	...	„
	„ Piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
30	EARTH, COMMON CLAY, AND SAND	...	...	Free.
31	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
32	FANS OF ALL KINDS, except common palm-leaf fans, which are free	...	„	„
33	FIREWORKS, all sorts, including fulminating-powder... ...	...	„	„
34	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread.	...	„	„
35	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
36	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	cwt.	70 0	Five per cent.
	Cutch and gambier ...	„	20 0	„
	Gamboge	lb.	1 0	„
	Gum Ammoniac	cwt.	15 0	„
	„ Arabic	„	20 0	„
	„ Bdellium	„	20 0	„
	„ Benjamin, ras ...	„	25 0	„
	„ „ cowrie ...	„	75 0	„
	„ Bysabol (coarse myrrh)	„	25 0	„
	„ Olibanum or frankincense	...	...	Free.
	„ Persian (false) ...	cwt.	10 0	Five per cent.
	Myrrh	„	33 0	„
	Rosin	„	4 8	„
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	„
37	HEMP, including Manila hemp, and articles made therefrom.	...	„	„
38	HIDES AND SKINS (except raw or salted hides and skins, which are free) including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins	...	„	„
39	HORN	...	...	Free.
	„ articles made of, not otherwise described ...	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
40	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free	...	*ad valorem*	Five per cent.
41	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders ...	cwt.	350 0	,,
	Elephants' tusks (other than hollows, centres and points) each exceeding 20 lbs. in weight, and hollows, centres, and points each weighing 10 lbs. and over	,,	750	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
	IVORY AND IVORY-WARE—*contd.*			
	Elephants' tusks (other than hollows, centres and points) not less than 10 lbs. and not exceeding 20 lbs. each, and hollows, centres and points each weighing less than 10 lbs.	,,	650 0	Five per cent.
	Elephants' tusks, each less than 10 lbs. (other than hollows, centres and points)	,,	500 0	,,
	Sea-cow or moye teeth, each not less than 4 lbs.	,,	200 0	,,
	Sea-cow or moye teeth, each not less than 3 lbs. and under 4 lbs.... ...	,,	185 0	,,
	Sea-cow or moye teeth, less than 3 lbs.	,,	135 0	,,
	All other sorts, manufactured and unmanufactured...	...	*ad valorem*	,,
42	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain, other than European	tola.	1 0	,,
	Silver-ware, embossed or chased, other than European	,,	1 4	,,
	All other sorts, except precious stones and pearls, unset, which are free ...	...	*ad valorem*	,,
43	JUTE, raw...	...	...	Free.
	,, articles made of, except second-hand or used gunny bags which are free ...	...	*ad valorem*	Five per cent.
44	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery,			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—*contd.*			
	except saddlery of a military pattern imported by an officer of Her Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free	...	*ad valorem*	Five per cent.
45	MANURES of all kinds, including animal bones	...	...	Free.
46	OILCAKE, also bran, fodder and cattle-food of all kinds ...	...	...	„
47	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
48	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	15 0	„
	„ white, dry	„	17 0	„
	Ochre, other than European, all colours	„	2 4	„
	Paints, composition ...	...	*ad valorem*	„
	„ patent driers ...	cwt.	15 0	„
	Turpentine	Imperial gallon	2 6	„
	Verdigris	cwt.	70 0	„
	Vermilion, Canton... ...	box of 90 bundles	100 0	„
	Zinc, white, dry	cwt.	25 0	„
	All other sorts, including glue and putty	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
49	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing	...	*ad valorem*	Five per cent.
	„ articles made of paper and papier-maché ...	...	„	„
50	PERFUMERY—			
	Gowla, husked and unhusked.	cwt.	35 0	„
	Kapurkachri (zedoary) ...	„	8 0	„
	Patch leaves (patchouli) ...	„	17 0	„
	Rose-flowers, dried	„	13 0	„
	Rose-water	Imperial gallon.	2 0	„
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	„
51	PITCH, TAR, AND DAMMER—			
	Bitumen	...	*ad valorem*	„
	Dammer	cwt.	5 0	„
	Pitch, American and European	„	7 0	„
	„ coal	„	4 0	„
	Tar, American and European.	„	6 0	„
	„ coal	„	4 0	„
	„ mineral	...	*ad valorem*	„
52	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
53	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians, and onyx)	...	...	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
54	PULP of wood, straw, rags, paper, and other materials ...	...	...	Free
55	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, but not including paper	...	...	,,
56	RAGS	...	...	,,
57	RACKS for the withering of tea leaf	...	...	,,
58	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, waggons, traversers, trollies, trukes, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890,			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
	and includes a railway constructed in a Native State under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein	...	...	Five per cent.
59	SEEDS—			
	Castor	cwt.	6 0	Five per cent.
	Cummin	,,	20 0	,,
	,, black	,,	16 0	,,
	Linseed	,,	8 0	,,
	Methi	,,	6 0	,,
	Mustard, rape or sarson ...	,,	8 0	,,
	Poppy	,,	7 12	,,
	Quince, bihidána	,,	65 0	,,
	Til or jinjili	,,	8 0	,,
	All other sorts	...	*ad valorem*	,,
60	SHELLS AND COWRIES—			
	Chanks—large shells for cameos	hundred.	15 0	,,
	Chanks—white, live	,,	10 0	,,
	,, ,, dead... ...	,,	4 0	,,
	Cowras	,,	0 10	,,
	Cowries, bazar, common ...	cwt.	3 8	,,
	,, yellow, superior quality	,,	5 8	,,
	,, Maldive	,,	5 8	,,
	,, sankla	,,	60 0	,,
	Mother-of-pearl, nacre ...	...	...	Free.
	Nakhla	cwt.	65 0	Five per cent.
	Tortoise-shell	lb.	9 0	,,
	,, nakh ...	,,	4 0	,,
	All other sorts, including articles made of shell, not otherwise described ...	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
61	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats, and barges, imported entire or in sections.	...	...	Free
62	SILK, AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	7 8	Five per cent.
	Floss...	„	6 8	„
	Piece-goods	...	*ad valorem*	„
	Sewing thread, China ...	lb.	8 0	„
	Raw silk—Chaharam, Cochin, China, and Yellow Shanghai	„	4 8	„
	Mathow	„	2 8	„
	Other kinds of China ...	„	6 4	„
	Waste and Kachra ...	„	1 4	„
	Panjam	„	1 12	„
	Persian	„	5 0	„
	Siam	„	1 10	„
	All other sorts including cocoons	...	*ad valorem*	„
63	SOAP	...	„	„
64	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals.	...	...	Free
65	STATIONERY, excluding paper (for which see No. 49) ...	...	*ad valorem*	Five per cent.
66	STONE AND MARBLE, and articles made of stone and marble ...	...	„	„
67	TALLOW AND GREASE, including stearine	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
68	TEA-CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk... ...	...	...	Free
69	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
70	TOILET REQUISITES not otherwise described	...	„	„
71	TOYS, including toy-books, and requisites for all games ...	...	„	„
72	UMBRELLAS, parasols, and sunshades of all kinds	...	„	„
73	WALKING STICKS and sticks for umbrellas, parasols, and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines...	...	„	„
74	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	„	„
75	WOOL, raw	...	...	Free
	„ articles made of, including felt	...	*ad valorem*	Five per cent.
76	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule ...	...	„	„

No. 764 of 1901.

QUETTA, 20th July 1901.

From Captain H. C. WEBB WARE, Political Assistant, Chagai, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I would be favoured by your informing me what is the universally accepted meaning of the term 5 per cent. *ad valorem*.

The Persian Customs Department in Khorasan are interpreting 5 per cent. *ad valorem* to mean 5 per cent. on the original invoice price as well as 5 per cent. on the carriage of goods to the frontier, a reading which is calculated to handicap the Nushki-Seistan trade route greatly and to place bulky goods of low value at a disadvantage when compared with goods of high value but of small weight.—Yours, &c.,

H. C. WEBB WARE, CAPTAIN,
Political Assistant, Chagai.

BOMBAY CHAMBER OF COMMERCE, 27th July 1901.

Captain WEBB WARE, Political Assistant, Chagai, Quetta.

SIR,—In reply to your letter No, 764, dated Quetta, the 20th July, 1901, I am directed by the Committee of the Chamber of Commerce to inform you that in India the five per cent duty *ad valorem* upon imported goods is calculated upon the actual market value of such goods in the port of arrival. This market value necessarily covers the cost of importing. In cases where the Invoice value is taken as the basis of calculation, an addition of ten per cent. thereof is made to cover the cost of importation, duty thus being assessed upon 110 per cent. of the original Invoice value. The incidence of freight and of duty calculated thereon must of course be relatively heavy upon bulky goods of low specific value, as compared with light goods of high specific value. It would appear therefore that the Persian Customs Authorities may, consistently with the information given by you, be acting in conformity with the principles generally governing such assessments.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX L.

EXAMINATION OF TOWN DUTIES QUESTION.

BOMBAY CHAMBER OF COMMERCE, 5th September 1901.

The MUNICIPAL COMMISSIONER for the CITY of BOMBAY.

SIR,—In June of last year the Acting Municipal Secretary, on behalf of a Municipal Committee appointed to consider certain matters relating to the Refund of Town Duties upon Grain, addressed to this Chamber an enquiry as to the expediency of rescinding Rule XI and thereby enforcing the production of import bills before Refund could be claimed in respect of exports of grain by sea. In the reply made on the 22nd June, 1900, my Committee confined themselves to a brief statement of their objections to the particular change proposed.

2. My Committee feel that the fact of that change having been contemplated or entertained by the Municipal Committee in question, that the reasons assigned for its abandonment, and that the alternatives then suggested are such as might possibly have arisen from a failure to recognise the evils inherent in the present system of Refund. The extent of those evils having recently induced the Chamber to undertake an exhaustive study of the working of the Town Duties during the period of the past ten years, I am now directed to submit to you certain conclusions and recommendations that appear to the Members to issue from the investigation.

3. Since there was reason to believe that there existed very great discrepancies between the actual exports of goods subject to Town Duty and the quantities of such goods on which Refunds had been allowed, a comparison has been made of the Municipal returns in this connexion and the Custom House figures for the same commodities.

4. In order to eliminate such fluctuations as might in a particular year arise from excess of stocks or other abnormal circumstance the Committee have, as already stated, gone over the past ten years and have taken, as the basis of the conclusions arrived at, the averages for that period both in respect of the Municipal and of the Custom House figures. This procedure was made doubly necessary by the fact that certain Municipal data were found to be given variously in different parts of the Annual Administration Report of the Municipal Commissioner.

5. The following is a summary of the Town Duty results in the form given annually in the Report alluded to, but showing averages for the ten years 1890-91 to 1899-1900 :—

	Opening balance ...	Rs. 14,072	
Revenue		„ 18,76,964	
			Rs. 18,91,036
Refunds		Rs. 9,26,677	
	Closing balance ...	„ 14,482	
			„ 9,41,159
Net Revenue			Rs. 9,49,877
Deduct Cost of Collection			„ 64,766
Actual Profit or Net Revenue after payment of collecting charges			Rs. 8,85,111

In the Net Revenue, allowance has been made for three lakhs of Rupees erroneously withheld by the Municipality in 1899-1900 (see Municipal Report for that year, page 245), although the propriety of making such allowance might be disputed by persons not naturally captious.

6. The following statement shows the values of total Imports and of total Exports as returned by the Custom House in all the commoditios subject to Town Duty. It must be borne in mind that the quantities of commodities imported and exported, to which these values relate, do not tally with the quantities on which the Municipality has collected Town Duty and made Refunds respectively. The statement also shows in

relation to the actual values of true imports and exports the amounts of Town Duty, Refunds, &c. All these figures are ten years' averages :—

Total Value, Imports of specified commodities		Rs. 9,99,52,939
Town Duty, Gross Revenue ...	Rs. 18,91,036	
Total Value, Exports		„ 7,92,68,810
Town Duty Refunds	„ 9,41,159	
Balance	Rs. 9,49,877	Rs. 2,06,84,129
Deduct Cost of Collection as before	„ 64,766	
Actual Profit to Municipality ...	Rs. 8,85,111	

7. The following ratios appear from the foregoing statements :—

Ratio, Net Revenue to Gross Revenue	47·15 p/c.	
„ Cost of Collection to Gross Revenue...	3·42	„
„ „ „ Net Revenue	6·82	„
„ „ „ Gross Revenue plus Refunds ...	2·31	„
„ Town Duty Balance to Trade Balance	4·59	„
„ Actual Profit „ „	4·27	„
„ Revenue to Value of Imports	1·89	„
„ Refunds to Value of Exports	1·18	„

8. Specific analyses of the trade in separate commodities subject to Town Duty have satisfied my Committee that there exist very considerable discrepancies between the quantities of such goods actually imported into Bombay and the quantities on which Town Duty is collected (such differences being mainly favourable to the Municipal Revenue); while the discrepancies between the quantity actually exported and the smaller quantity on which Refund is paid largely exceed the difference that ought to result from the five rupee minimum if that minimum were a reasonable one. If that minimum be an indispensable part of the system and contribute substantially to the burden thereby imposed on trade, the circumstance may explain, but it does not palliate this particular defect in the system. If a large propor-

tion of the aforesaid difference be made up of duty in respect of petty exports, then the five rupee limit would appear to be too high. If such retentions on the other hand represent only a small proportion, then the discredit entailed by the large discrepancy between actual exports and Refunds must be assigned to the general conduct of the Department. The Committee do not, however, intend at this time to formulate any theory to account for the differences in question or to assail the Town Duty system as a whole. It is their present desire to confine their criticism to certain of the By-laws which greatly complicate the procedure, with the effect, as my Committee are satisfied, of imposing on trade in transit a burden of something like one per centum, and of affording occasion for extensive irregularities of a very pernicious kind.

9. Perusal of the By-laws regulating the "General Procedure" demonstrates the great complexity of the present system; but in order to realize what that complexity entails upon the ordinary merchant, it is necessary to attempt to recover refund on goods without resort to expedients not contemplated by the Rules. The system is in fact so involved that only with the best of good will on the part of the staff could it be conducted with reasonable promptitude. With a little manipulation and obstruction on the part of persons who have been permitted to acquire a species of vested interest in the routine of the Department, that system becomes a maze of difficulties penetrable only by the great houses that have beaten a track for themselves or by such others as consent to recognise the vested interest referred to.

10. The examination undertaken by the Committee has left in the minds of the Members no doubt that the effect of the present arrangement is to prevent the recovery of Refunds in respect of a substantial quantity of goods properly entitled to them. On the other hand it appears that the Municipality does refund more than half the duty it collects; and if those refunds were made in such a manner as to insure their really reaching the merchants entitled to them, the ground of complaint would

be restricted. But it is a matter of common knowledge that, although the Municipality pays out refunds on a larger quantity of exports, in very many cases only a portion of such refunds are actually received by the persons legally entitled to them, the balance presumably going to the members of the unofficial organization already alluded to.

11. Throughout the Report of the Municipal Committee already referred to, and throughout all serious pronouncements on the subject, no attempt is made to deny the existence of corrupt practices. The general sense of the Report in question is that the present system gives rise to a large number of abuses, but that under that system it is not practically possible to abolish those abuses without creating a deadlock. In the opinion of my Committee the root of all these abuses is the By-law requiring the production of import marks as a preliminary to recovery of refund. The Grain Merchants' Association represented to the Municipal Commissioner that it was not possible to comply in good faith with this regulation. No one who knows the conditions of much of the Bombay grain trade would dispute the perfect soundness of that contention. But by way of proving that such reproduction of the true import marks is possible, the Municipal Committee appointed to consider the matter asserted in their Report that "The original marks are shown by merchants in the export forms and are certified to by the Railway authorities as correct." They thereupon proceed, however, to show that this argument is spurious, seeing that—"A system has grown up by which the requirements of the Rule seem to be only nominally complied with. Importation bills relating to any import of grain and not necessarily to the import of the grain actually exported and on which refund is due, are said to be made to do service for the bill required by the Rules. Owing to this practice, the Committee are informed that a regular trade in these bills is carried on, while it is greatly suspected that the marks are by *no means genuine, the certificates of the Railway authorities notwithstanding.* . . . (7) *Nevertheless, the Committee are not in favour of the abolition of*

the procedure now in force, but would rather propose that more checks be adopted for prevention of the frauds which are at present believed to be practised. Although it is true, as stated by the Association, that no grain is produced in Bombay, and that therefore all grain exported must previously have been imported (but not necessarily within six months before), still in the opinion of the Committee to dispense altogether with identification of goods exported with those imported would be a grave mistake, as it would give free scope to the perpetration of other frauds and seriously impair the Town Duty Revenue."

12. At another part of the same Report, reference is made to one dated 15th February, 1900, by the Acting Revenue and Refund Audit Officer, in which he alludes to evidence produced in Court to the effect that many descriptions of non-dutiable goods enumerated by him could be certified by the Railway authorities as sugar, which is a dutiable article, and that refunds of duty that had never been paid could be obtained upon such certificates. He concludes with the dictum that if such frauds are possible in spite of "such identification," it can be imagined how much easier and how wide-spread their perpetration would become if this essential requirement were withdrawn! In the opinion of my Committee the reasoning here indicated is utterly unsound. They desire me to submit that, even in the absence of any other evidence, the admissions made in the passage alluded to suffice to condemn the system, and that the only reasonable conclusion to be drawn from them would be that, since these are the fruits of a system which imposes a nominal compliance with an impracticable condition, and which so compels exporters to form, directly or through intermediaries, such relations with the Railway and Refund employés as conduce to fraud, it would be wise, on every account, to abandon a provision that is notoriously a fiction, to eliminate all excuse for corruption, and to concentrate every effort upon that which may be effectively accomplished—the identification of exported goods as belonging to a specified class entitled to refund at a prescribed rate. The Municipal Committee, in the passage quoted

above, have suggested that the abandonment of the provision in question might give rise to "other frauds," and my Committee regret that the frauds referred to were not specified in order that the importance of this suggestion might be estimated. They do not at present see how the abolition of the rule could give rise to any frauds as serious and general as those which are known to exist at present. On the contrary, it is the opinion of the Committee that if this rule be done away with, the chittiwalla and his organization will cease to exist; and for this reason they venture to urge upon you the propriety of abolishing it. Such abolition would necessarily carry with it the withdrawal or the six months' limit, seeing that the sole *raison d'etre* for the appointment of such a limit is in the facilitation of identification of goods.

13. The Municipal Committee indicated misgivings as to some injury which in their opinion was likely to be done to the Municipal Revenue by such a change as is now suggested. If my Committee could see any reason to share these apprehensions, they would make some other suggestion; for they recognise that money must be found for the administration of the City's affairs. But they conceive it to be incumbent on the Municipality to see that its fiscal arrangements are not such as to call into being a whole class of suctorial middlemen. They can perceive no insuperable difficulties attending the effective preventive operations on the lines they now have the honour to suggest, and they consider that the only revenues likely to be injuriously affected by the reform are those of the chittiwallas and other persons who engage in the counterfeits now practised. In using these terms, however, they do not desire to be understood as conveying an unqualified censure upon the class of professional intermediaries that has come into existence. For in my Committee's opinion the requirements of the identification rule, since they are utterly impracticable, are responsible for all the evils in question. The irregularities that have grown up are simply the result of an endeavour on the part of trade to find an issue from an *impasse* created by the By-law under dis-

cussion ; and although my Committee deal only with the business aspect of the matter, they are not blind to the possible view that the worst aspect of these irregularities is in the public example they afford of corruption organised, sanctioned and as far as possible justifiable. For my Committee are sure that any effort to enforce the literal observance of the offending By-law, as was suggested by the Municipal Committee, could result only in a complete deadlock and a demand for more extensive reforms than are now with the greatest respect submitted for your consideration. On the other hand they have no doubt that the abolition of the provisions regarding the pretended identification of particular lots of goods and six months limit within which such identification must be made would result in such simplification of the whole system as will leave small scope for fraud of any kind. The point they wish to emphasise is that complexity is the root of all the trouble.

14. In making these proposals the Committee, without discussing at length their bearing upon each of the separate commodities concerned, wish it to be understood that they have considered them in relation to each such commodity and can recognise no insuperable obstacle in respect of any one of them.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX M.

WORKING OF THE SEA CUSTOMS ACT.

MADRAS CHAMBER OF COMMERCE, 19th December 1900.

From the Hon'ble Mr. G. G. ARBUTHNOT, Chairman, CHAMBER of COMMERCE, Madras, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The question of certain difficulties which are experienced by importers in the working of that portion of the Sea Customs Act relating to the levy of duty on imported goods has been brought before this Chamber's notice with a view, if possible, to the amendment of the Act so as to protect importers. Before addressing Government in the matter this Chamber would be glad to learn what your views are on the subject, and whether your Chamber considers it desirable, and would be willing to join in making a representation to Government. The following is a statement of the case which has been placed before this Chamber :—

" Most of the goods imported into Madras are sold ex godown and the price includes import duty (3½% on the wholesale market value of the goods at the time of arrival) and all other charges incurred between the ship and the sellers godowns. To enable sellers to arrive at the indent price of goods these charges are added by them on to the c. f. i. terms at the time of sale, which generally is several months before the goods arrive. In the meantime, the value of the goods may have gone up considerably and duty has to be paid on the actual value when goods arrive. For instance, certain goods are sold to dealers at Rs. 5-0-0, upon which the importer has reckoned the usual 3½%, but when the goods arrive they are worth Rs. 7-0-0 (a not infrequent occurrence of late) and upon this amount duty must be paid. Who is to bear the loss occasioned by the difference in duty, at present the importers are bearing it, but as it very often swallows up the greater portion of the commission made, it is obvious they cannot continue doing so. It appears to us that as the indentor is the person who is reaping the benefit of the rise in the market, he should bear the extra duty, and would, therefore, suggest Government be requested to pass an order somewhat to the following effect :—Should the market value of the

goods on the arrival at Madras exceed the contract price thereof and the sellers are consequently obliged to pay an increased amount of duty on such market value to the Customs authorities, the buyers shall pay such increased duty to the sellers in lieu of the duty payable on the contract price. In the event of the market value of the goods as aforesaid falling below the contract price the sellers shall refund to the buyers the difference between the duty paid on the market value as aforesaid and the duty payable on the contract price of the goods.

We further think that certain portions of Section No. 32 of the Sea Customs Act need amending. At present goods detained by the Customs authorities are put up to auction, but if the price offered is, in the opinion of the Customs Collector, inadequate he may adjourn the sale or buy in the goods and dispose of them for the benefit of the Government. Now goods sold at some considerable time after their arrival cannot be said to be sold at the market value ruling "at the time of importation," as stipulated in Section 30 of the Act. We, therefore, think, and would suggest, that goods detained by the Customs officials should be sold by outright auction as soon as possible after their detention.

Further we think that the system of paying half the profit obtained by sale of detained goods to the officer who detects the under valuation, and not charging him when there is a loss, is wrong in principle, and ought to be abolished :

We would suggest that importers of goods in ranges (such as White Mulls, Jacconets, &c.) be allowed to enter the same in the application list under one average price. These goods are sold in ranges and one number will not sell without the other. At present, however, each number has to be given separately in the application, and the Government Appraiser is at liberty to stop a portion of the range and let the other pass, a course which he not infrequently adopts. If the course suggested by us is adopted, he will be obliged either to pass, or keep, the whole lot.

We consider that the contract with the buyer should constitute the real market value, but the Customs will not admit this principle. The present system is arbitary on a rising market, but if importers on a falling market entered what they then considered the market value, and Government asked for the contract, the importer would unfairly be in an awkard position."—I have, &c.,

GEORGE G. ARBUTHNOT, Chairman.

BOMBAY CHAMBER OF COMMERCE, 10TH JANUARY, 1901.

The Hon'ble Mr. G. G. ARBHUTNOT, Chairman of the CHAMBER of COMMERCE, Madras.

DEAR SIR,—Your letter of the 19th December last, on the subject of certain inconveniences attending the working of the Sea Customs Act, under the terms of sale customary in Madras, was duly received ; but, owing to the Christmas and New Year holidays there has, till now, been no opportunity of considering it in Committee with the fullness and attention it demanded. I am directed by the Committee to express their regret for this unavoidable delay and to add that, after the most careful consideration, they are not of the opinion that any useful purpose would be served by such a representation to Government as you have suggested.

Thanking you on behalf of the Committee for having afforded them the opportunity of entertaining the proposal for joint action.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX N.

INCREASE IN THE CHINESE IMPORT DUTIES ON COTTON.

Telegram from SECRETARY, BENGAL CHAMBER of COMMERCE to SECRETARY, BOMBAY CHAMBER of COMMERCE, dated 20th June 1901 :—

"Are your Committee contemplating protest against any increase in Chinese Import tariff on yarn and cloth imported from India ? Imperial Government have apparently protested against any increase on Imports of opium and rice."

Telegram from SECRETARY, BOMBAY CHAMBER of COMMERCE, to SECRETARY, BENGAL CHAMBER of COMMERCE, dated 26th June 1901 :—

"Your 839. Committee representing " to Government injury to "Indian trade likely to attend increase Chinese import duties."

No. 839—1901.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 20th June 1901.

The SECRETARY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have this day despatched to your address the following telegram :—

Telegram begins.—"Are your Committee contemplating protest "against any increase in Chinese import tariff on yarn and cloth "imported from India ? Imperial Government have apparently "protested against any increase on imports of opium and rice." Telegram ends.

The Managing Agents of the Cotton Mills on this side have addressed an urgent representation to the Committee of the Chamber asking them to telegraph to His Excellency the Viceroy with a view to a protest being made by the British Government against the raising of the Chinese Import Duty on imports of yarns and piece-goods from India. As you are no doubt aware, a rise in the tariff is probable in order to assist the Chinese Government to pay the war indemnity, but it is felt by the Mills here that any increase on yarn or cotton goods exported from India to China

would be most disastrous in the present state of the Indian Cotton Trade. The exports of these descriptions of goods from India to China are vastly larger in amount than the exports of rice, and the Cotton Mills' representatives on this side feel very strongly on the matter. Their letter is now under the consideration of the Committee of the Chamber.—Yours, &c.,

W. PARSONS, Secretary.

No. 883—1901.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 27th June 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

CHINESE IMPORT DUTIES.

DEAR SIR,—I have received this morning your telegram of yesterday's date as follows :—

"Your 839. Committee representing to Government injury to "Indian trade likely to attend increase Chinese Import "Duties." for which I beg to thank you.

Under the direction of the Committee of this Chamber, I have despatched to-day the following telegram to the Government of India, Finance and Commerce Department, Simla:—

"Committee Bengal Chamber of Commerce draw urgent attention "Government of India to serious consequences to Indian trade "which may result from possible increase import duty in China "on cotton yarn and piece-goods imported from India. Respect- "fully suggest immediate representation to Imperial Govern- "ment on the matter. Letter follows."—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 1st July 1901.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to beg that H. E. the Governor in Council may be pleased to communicate to H. E. the Viceroy an expression of the grave misgiving with which they view the project of an enhancement of the Chinese Import Duties as a means of financing the Indemnity demanded by the Powers.

2. The members have read with satisfaction the reports of the statements made by the Secretary of State for Foreign Affairs in the House of Lords on the 21st May, and by Lord Cranborne on the 11th June, inasmuch as those statements made it clear that the Imperial Government is alive to the injustice of throwing upon British trade the main part of the burden to be imposed by the Indemnity. But other reports have seemed to indicate that the position so evident to the British Government has not obtained equal recognition in other quarters.

3. It is the practice of this Committee not to address Government on incomplete data. But the present case is felt to be one in which delay would almost certainly involve loss of opportunity; and as a matter of fact the principle involved is so broad and indefeasible that it alone need be urged.

4. My Committee, therefore, think it well to express to Government the unanimous opinion of persons acquainted with the conditions of trade with China that an enhancement of the Import duties to ten per cent. *ad valorem* would be sufficient to produce a very substantial decline in the volume of that trade and in certain directions to kill it. If it were possible to abolish effectually the likin and other internal charges to which trade in transit is subjected in China, the objection would be verymuch less; but it is not considered by those best acquainted with the conditions that such abolition could be made effective. While the charges referred to remain in force the trade would probably bear an actual five per cent. duty which, my Committee is advised, is not in all cases collected; but there is in commercial circles in this place a consensus of opinion that a ten per cent. tariff in conjunction with the likin and other dues would disastrously affect the trade and cripple Indian spinning and weaving industries which have grown up in reliance upon that trade as one of their chief means of subsistence.

5. My Committee consider that other sources of Revenue have been indicated by Sir Robert Hart and others, and that resort to one or more of those sources would avoid the inequity

of imposing upon Britain the main burden of an Indemnity of which so small a part has been claimed by her. And while it is impossible at this distance effectively to take part in the deliberations as to details which must at present occupy the attention of ministers and the commercial community in Britain, I am to beg that H. E. the Governor may be pleased, in transmitting this respectful representation to the Government of India, to beg that H. E. the Viceroy will graciously cause the gist of this Chamber's view to be communicated by cable to the proper authorities in London.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 945-1901.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 10th July 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

CHINA IMPORT DUTIES.

DEAR SIR,—I have the pleasure to enclose, for the information of your Committee, copy of my letter No. 884-1901 of 27th June 1901, to the Secretary to the Government of India, Finance and Commerce Department, Simla, and also copy of letter No. 3595 S. R., of 4th July 1901, from the Secretary to the Government of India, Finance and Commerce Department, in reply to the abovementioned letter.—Yours, &c.,

W. PARSONS, Secretary.

No. 884-1901.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 27th June 1901.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—I have the honour to confirm my telegram to your address of today's date, as follows :—

"Committee Bengal Chamber of Commerce draw urgent attention
"Government of India to serious consequences to Indian trade
"which may result from possible increase import duty in China on

"cotton yarn and piece-goods from India. Respectfully suggest
"immediate representation to Imperial Government on the matter.
"Letter follows."

2. I despatched this telegram under the direction of the Committee of the Bengal Chamber of Commerce to whom a strong representation has been made by the representatives of the various Cotton Mills in Bengal and the Central Provinces, who fear that disastrous results may ensue to the Indian Cotton Mill industry, especially in its present critical condition, if, as appears likely, a heavy increase takes place in the duty on imports of yarn and cotton goods imported from India into China with the view of providing funds to meet the war indemnity which that country has to provide. The Committee, who find themselves in accord with the views of the Millowners on this question have noticed a statement in the public press that the Imperial Government has notified to the powers that Great Britain will not consent to China increasing the duty on imports of opium and rice. If the duties are increased, the exclusion of these articles will only make its incidence more heavy on other articles of import. Looking at the vast importance of the Cotton Mill industry to the welfare of this country, the Committee feel sure that the representation now made will receive the sympathetic consideration of the Government of India ; and they trust that His Excellency may see fit to press it without delay on the attention of the Secretary of State for India.

3. The following is an extract from a communication received from the representatives of the Cotton Mills :—

"The exports of yarn and cloth to China are enormous, as will be
"seen from the following figures :—

In 1898-99	... ...	Rs.	6,29,07,137
„ 1899-1900	... ...	„	6,67,29,955
„ 1900-1901	... ...	„	3,81,30,982 (reduced owing to war and growing competition of Chinese Mills.)

"Moreover, an enormous amount of capital—chiefly native—is em-
"ployed in the Indian Cotton Mill industry and it affords
"direct employment to about 250,000 labourers in the mills,
"apart from the vast additional number of people indirectly
"employed in the growing, ginning, packing, distributing
"and carrying, of the raw material, and the manufactured
"products. Roughly speaking, the 1,400,000 Bales Cotton

"per annum consumed by Indian Mills support some "7,000,000 to 8,000,000 of the population of India.

"As is well known, the Indian Mill industry is now in a very "critical condition. This is partly attributable to the war "in China and to the failure of the Indian Cotton Corps "in 1899—but the chief cause is undoubtedly the falling off "in demand for yarn from China, due to the large develop- "ment of the mill industry there during the past few years, "which development has, we understand, been largely in- "duced by the protection already given to locally pro- "duced goods. If the demand is still further curtailed by "any enhancement of the import duties, the position of the "trade will become more critial than ever, and nothing can "save a large number of mills from absolute ruin."

4. The Committee will feel obliged if they can be informed, as early as possible, of any action which the Government of India may take in connection with this matter.—I have, &c.,

W. PARSONS, Secretary.

No. 3595—S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 4th July 1901.

To the SECRETARY, BENGAL CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your telegram of the 27th ultimo and letter of the same date, No. 884, stating that there will be serious consequences to the Indian Cotton Mill industry, if the Chinese import duties on Cotton yarn and goods are increased, and suggesting that immediate representation should be made to the Home Government.

2. In reply I am to inform you that on receipt of your letter a telegram was addressed to the Secretary of State on the subject, and that a copy of the letter has been forwarded to His Lordship by to-day's mail.—I have, &c.,

H. N. HESELTINE, Assist. Secy. to the Govt. of India.

No. 4868 OF 1901.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 12th July 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by the Governor in Council to acknowledge the receipt of your letter dated 1st instant, protesting against any proposal to finance the indemnity demanded by the Powers from the Chinese Government by means of an enhancement of import duties, and to state that a copy of the letter has been forwarded to the Government of India.—I have, &c.,

J. MEAD, Under-Secretary to Government.

No. 4997 OF 1901.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 17th July 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 4868, dated 12th instant, I am directed to forward for the information of the Chamber a copy of a letter from the Government of India, No. 3721-S. R., dated 11th idem.—I have, &c.,

J. MEAD, Under Secretary to Government.

No. 3721-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 11th July 1901.

To the CHIEF SECRETARY to the GOVERNMENT of BOMBAY, Revenue Department.

SIR,—I am directed to acknowledge the receipt, with your letter No. 4702, dated the 5th July 1901, of a copy of a letter dated the 1st idem, from the Chairman, Chamber of Commerce, Bombay, protesting against any proposal to finance the indemnity demanded by the Powers from the Chinese Government by means of an enhancement of import duties, and requesting that the gist of the protest may be telegraphed to the proper authorities in London.

2. In reply I am to inform you that at the instance of the Bengal Chamber of Commerce a telegram was sent to the Secretary of State for India on the 3rd instant regarding the serious consequences that will ensue to the Indian Cotton Mill industry if the Chinese import duties

on cottons are increased. A telegram has now been sent stating that the Bombay Chamber support the view of the Bengal Chamber, and a copy of the letter from the Chairman, Chamber of Commerce, Bombay, will be forwarded to the India Office by this week's mail.—I have, &c.,

R. A. MANT, Under-Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 19th July 1901.

The SECRETARY, BENGAL CHAMBER of COMMERCE.

DEAR SIR,—I am directed to convey to you the thanks of the Committee of the Bombay Chamber of Commerce for your letter No. 945 of the 10th inst., and accompanying correspondence, on the subject of China Import Duties.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4899—S. R.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 17th September 1901.

READ:—Telegram from the SECRETARY of STATE for INDIA, dated the 13th September 1901.

Ordered, that a copy of the telegram be forwarded to the Director General of Statistics.

Ordered also, that a copy be forwarded to the Bengal, Bombay, Madras, Rangoon, Karachi and Upper India Chambers of Commerce—

H. N. HESELTINE, Assistant Secretary
to the Government of India.

Telegram from the SECRETARY of STATE, dated 13th September 1901.

"Protocol of Agreement. Powers and China. Signed 7th September last. Import Duties effective 5 per cent. on Maritime imports including articles hitherto free, except rice, cereals, foreign flour, come into force from 7th November next. Exception solely for Merchandise en route 10 days at the lastest. After signature duties will be *ad valorem*, pending conversion into specific with least possible delay."

No. 6888 of 1901.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 2nd October 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Government, No. 4997, dated 17th July last, I am directed to forward for the information of the Chamber a copy of the Memorandum from the Government of India, No. 4786—S.-R., dated 13th September 1901, and of its accompaniments.—I have, &c.,

J. MEAD, Under-Secretary to Government.

Memorandum from the GOVERNMENT of INDIA, Finance and Commerce Department, No. 4786—S.-R., dated 13th September 1901—Forwarding copy of the following despatch from the SECRETARY of STATE for INDIA, No. 116—Revenue, dated 16th August 1901 :—

"With reference to your telegrams dated the 3rd and 10th July, and your letters of the 4th and 11th July, reporting the representations made by the Bengal and Bombay Chambers of Commerce as to the serious consequences to India, of an increase in the Chinese import duties on cottons, I forward, for the information of your Government, copy of a letter* which I have received from the Foreign Office on the subject.

* Letter dated 20th July 1901.

"2. Having considered in Council the statement of facts contained in that letter, I do not think that any further representation on my part in behalf of the Indian Cotton Mill industry is practicable. The higher duties which the Chinese Government contemplate imposing will affect the British cotton industry as well as the Indian, and special treatment of the latter is obviously not possible.

"3. I observe that the Bengal Chamber of Commerce in their letter dated the 27th June and addressed to your Government state that in China fiscal protection is already given to locally produced goods, and urge that this protection will be increased by higher import duties. I am given to understand that the only protection which the cotton mill industry in China enjoys is the indirect effect of the import duties, which are levied for revenue purposes, and I am informed that these duties are imposed on imported raw cotton goods, and that the local mills in

China use to a large extent Indian-grown cotton in preference to Chinese cotton, which is reported to be weighted by heavy inland taxation. In the contemplated enchancement of the cotton duties the present specific duty on imported raw cotton will be raised like the present duties on cotton goods to an effective five per cent. *ad valorem* rate. Having regard to these circumstances I am disposed to hope that the revision of the Chinese tariff may have a smaller protective effect as regards the cotton industry than is apprehended.

"4. The fears expressed in the memorial of the Bombay Chamber of Commerce as to the effect of an enhancement of the existing duties to an effective 10 per cent. *ad valorem* rate are obviously based on erroneous information as to what is proposed to be done."

Letter, dated 20th July 1901, from the Foreign Office.

The Marquess of Lansdowne has had under his consideration your letters of the 5th and 12th instants, relative to the representations of the Bengal and Bombay Chambers of Commerce, as to the effect on the Indian Cotton Mill industry of any increase on the Chinese duty on cottons.

I am directed by His Lordship to explain that the special rates now levied on cotton goods imported into China were fixed in 1858 and were calculated on a basis of five per cent. *ad valorem*, but that owing to fluctuations in value these rates no longer represent an *ad valorem* equivalent of five per cent. The Chinese Government are entitled by treaty to a periodical revision of the tariff, and in these circumstances His Majesty's Government could not refuse their assent, in conjunction with the other Powers now engaged in negociations with China, to the duties being replaced on the treaty basis of an effective five per cent. It is, of course, impossible that an exception should be made in favour of Indian cottons.

His Majesty's Government have intimated that, should they at some future time find it advisable to agree to any increase in the tariff beyond the treaty rate of five per cent. they will require from the Chinese Government, by way of compensation, the grant of commercial advantages, and it is not their intention to arrive at a decision with regard to these, until they have ascertained the views of those concerned in the China trade.

APPENDIX O.

FRENCH IMPORT TARIFF.

MADRAS, 9th August 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to solicit your active support in regard to the following resolution passed at the Annual Meeting of this Association on the 31st ultimo:—

> "That having regard to the temporary and uncertain nature of "the present fiscal arrangements affecting the importation of Tea, "Coffee and Pepper into France, the Government of India be "strongly urged to represent to the Secretary of State for India the "serious effect that any enhancement of the tariff would have on our "industries and that immediate action be taken in the matter.

The Government of India has been addressed, through the Government of Madras, and I trust that your Chamber will see its way to intimate to the former Government its full concurrence with the views expressed by this Association.

As the subject of the French Tariff has been freely discussed in various newspapers in India during the last few months, it is probably unnecessary for me to trouble you with explanatory notes, but I shall be happy to do this should you express a desire to that effect.—I am, &c.,

HARRY OWEN, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16th August 1901.

The SECRETARY, UNITED PLANTERS' ASSOCIATION of SOUTHERN INDIA, Madras.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce, to acknowledge the receipt of your letter of the 9th inst. in which you express a desire that my Committee should express to Government its full concurrence in the views submitted by your Association on the subject of the possible enhancement of the French Import Tariff for Tea, Coffee and Pepper. The matter has had the best attention of my Committee, but I am instructed to say that such intervention as you propose to them would not, in their opinion, serve any useful purpose.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX P.

WORKING OF THE CUSTOMS HOUSE IN BOMBAY.

BOMBAY CHAMBER OF COMMERCE, 13th January 1902.

E. GRAY, Esq., I. C. S., Collector of Customs, Bombay.

SIR,—On the 16th August last, I had the honour to convey to you an expression of the opinion of the Committee of this Chamber regarding the proposals made by the Board of the Port Trustees for expediting the passage of goods through the Customs House Department. That opinion was accompanied by an offer to depute certain members of the Committee to discuss with you certain matters involved. My Committee, having received no reply to that letter, and having meantime continued to experience the disabilities which the proposed measures were, in some part, designed to remedy, find themselves obliged to resume consideration of the grave delays that are found to attend the clearing of imported goods.

2. The matter has recently been the subject of investigation by a Sub-Committee, and after examination by that Sub-Committee of the facts ascertained, I have been directed by my Committee to communicate the gist of these facts to you. The enquiry has, in the opinion of my Committee, established that it is no uncommon thing for the passage of a set of documents through the required routine in the Customs House to occupy from three to three-and-a-half or even four days. It need scarcely be said that such delays are wasteful, inasmuch as a large number of employés in Commercial Offices are kept waiting about until a single clerk in the Custom House deals with their respective papers. It is found that the greatest delay occurs in the process of obtaining the original manifest number. This process appears with striking uniformity to occupy rather

over twenty-four hours, the documents being deposited with the Number clerk on the morning of one day and re-issued about noon on the following. The getting of the Index Number and the passing through the Permanent Deposit Office appear in some cases to be done with fair expedition ; but the delays in the process of appraizing are very serious. This my Committee believe to be to a considerable extent due to the complexity of the system in this Department ; and they recognise that a certain amount of complexity is probably indispensable to security from fraud. But while they do not think that it would be fitting that they should offer specific suggestions as to the alterations of system whereby greater simplicity might be attained without loos of efficiency, I am to submit that both in this Department and in that for the issue of Manifest Numbers delay occurs on a scale not consistent with the reasonable convenience of trade. And I am to add in general terms that my Committee have been unable to hear of any valid reason for the maintenance of the usage whereby the Customs House staff concerned, as it is, almost exclusively with the movements of commerce, continues, to the detriment of the public convenience, to keep hours so very much shorter than the mercantile community with those operations it is presumably designed to keep pace. My Committee venture to suggest that a very substantial measure of improvement could be accomplished by an increase of the staff,—especially in the two departments specified above—and by adoption of a rule that all Custom House servants should work not less than from 10 a.m. to 5 p.m. each day. They are informed that there is some impression that it is necessary to let members of the appraizing staff away early in order that they may keep themselves informed about current prices of articles ; but my Committee believe it to be the case that after four o'clock is not a good time to obtain the information required and that the end in view would be best attained by such an increase in the staff as would enable each appraizer in rotation to spend a whole day in enquiry.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX Q.

PROPOSED ESTABLISHMENT OF A BRANCH CUSTOM HOUSE AT THE PRINCE'S DOCK.

No. 3527.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BALLARD ROAD.
BOMBAY, 18th July 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward for the information of the Chamber of Commerce a copy of the Docks Superintendent's letter No. 3755, dated 18th June 1901, and Trustees' Resolution No. 236, dated 9th July 1901 and to say that as mentioned in para. 2 of the Resolution the Commissioner of Customs has been asked to give the changes proposed by the Docks Superintendent his favourable consideration with a view to assisting the trade of the Port in expediting clearances of import cargo.—I have, &c.,

H. E. HART, Secretary.

No. 3755 of 1901-1902.

BOMBAY PORT TRUST.
SUPERINTENDENT'S OFFICE,
VICTORIA AND PRINCE'S DOCKS.
BOMBAY, 18th June 1901.

To the SECRETARY, PORT TRUST, Bombay.

SIR,—As it is very desirable that merchants should be given every facility in the way of rapidly clearing their goods from the Docks, I have the honour to invite attention to one direction in which a good measure of remedy might be sought, if the Trustees think proper to move.

2. I refer to the Customs procedure with regard (1) to the payment of Imperial Duty on goods imported, and (2) in the case of free goods, to the obtaining of "Number" on the Import documents. The procedure which, at present is carried out at the Fort Custom House is, of course, entirely in the hands of the Customs Department, but, in the general interest of the trade, as well as of the Port Trust, the Trustees might feel disposed to make a representation on the subject to the Collector of Customs in view to that Officer considering whether it would not be possible to transfer the procedure to the Prince's Dock Custom House from the Fort.

3. With regard to dutiable goods, there may be some reasons, which I am not aware of, why Imperial Duty should be paid in the Fort Custom House. The question can be threshed out however and no doubt the Collector of Customs will give due consideration to any representation on the point which the Trustees might make. The gain in time to merchants if Imperial Duty were received at the Docks, may be put down generally as amounting to nearly 2 days and sometimes perhaps over that time. The same period would be gained by the Trustees for clearance of the Transit sheds, which would prove of immense benefit, as the sheds could then be put to much greater use.

4. With regard to free goods, the obtaining of "Number" in the Fort is a process that, taking one thing with another, practically means a loss of one day before a merchant is in a position to come to the Docks to pay his dock charges and clear his goods. The gain of even one day would be a great advantage however, as the Transit sheds would clear more rapidly. If the Collector of Customs is not disposed to transfer the collection of Imperial Duty to the Docks, he may perhaps be able to see his way to at least transfer the "Numbering" work, if the Trustees provide accommodation for the Establishment; I think this might be done by the Trustees.

5. I would like to point out here that the cargo brought to the Docks by Messrs. Shepherd and Co.'s steamers is always cleared with great rapidity on account of the facilities provided, foremost amongst which facilities, is, that the Customs "Numbering" work is done at the Docks under a special arrangement that exists between the Customs Department and Messrs. Shepherd and Company. An extension of the system generally to all free goods carried by other companies would be a boon to the trade as well as to the Trustees.—I have, &c.,

A. PANTON, Acting Superintendent.

BOMBAY PORT TRUST.
SECRETARY'S OFFICE,
BALLARD ROAD.

EXCERPT from the Proceeding of a Meeting of the Trustees of the Port of Bombay, held on the 9th July 1901.

Customs procedure *re* Payment of Imperial Duty. Proposal to transfer the—from the Fort to the Prince's Dock Custom House.—

4. Resumed consideration of the letter from the Acting Docks Superintendent, No. 3755, dated 18th June 1901, proposing in the general interests of the trade as well as of the Port Trust, that a representation be made by the Trustees

to the Collector of Customs, requesting him to transfer the procedure with regard to the payment of Imperial Duty on goods imported, from the Fort to the Prince's Dock Custom House, observing that the gain in time to merchants, if Imperial Duty were received at the Docks, may be put down generally as amounting to nearly two days, sometimes perhaps over that time, and that the same period would be gained by the Trustees for clearnce of the Transit Sheds, which would prove of immense benefit, as the sheds could then be put to much greater use. The Acting Docks Superintendent states with regard to free goods, that the obtaining of "Number" on the import documents in the Fort is a process that, taking one thing with another, practically means a loss of one day before a merchant is in a position to come to the Docks to pay his Dock charges and clear his goods, that the gain of even one day would be a great advantage however, as the transit sheds would clear more rapidly and that the Collector may perhaps be able to transfer the "Numbering" work also to the Prince's Dock Custom House if the Trustees provide accommodation for the Establishment, which, he thinks, might be done by the Board. The Acting Docks Superintendent further remarks that the cargo brought to the Docks by Messrs. Shepherd & Co.'s steamers is always cleared with great rapidity on account of the facilities provided, foremost amongst which facilities, is, that the Customs "Numbering" work is done at the Docks under a special arrangement that exists between the Customs Department and Messrs. Shepherd & Co., and that an extension of the system generally to all free goods carried by other Companies would be a boon to the trade as well as to the Trustees.

The papers having been circulated to the Trustees were not read.

Read minutes of Trustees thereon.

RESOLUTION No. 236.—In the opinion of the Board it will greatly facilitate the clearance of import cargoes if the two changes proposed by the Docks Superintendent are effected, that is, if, in the case of all goods, the work of giving numbers to Import documents is transferred to the Docks Custom House and, if, in the case of dutiable goods arrangements are made to receive payments for the Imperial Duty also at the Docks.

2. The Commissioner of Customs should be asked to give the proposals his favorable

consideration with a view to the assistance it would be to the Trade of the Port in expediting clearances.

3. A copy of this Resolution and of the Dock Superintendent's letter should be forwarded for the information of the Chamber of Commerce.

TRUE EXCERPT.

H. E. HART, Secretary.

BOMBAY CHAMBER OF COMMERCE, 24th July 1901.

The COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, Bombay.

SIR,—The Board of the Port Trustees has informed the Committee of the Bombay Chamber of Commerce that they have submitted to you a suggestion for the transfer to the Docks of the business of collection of Duty on imported goods; and I have, under the instructions of my Committee, the honour to express to you their entire concurrence in the recommendation made by the Port Trustees and their hope that you may find it possible to effect what would be a very notable improvement in the conveniences of the port.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 6653 OF 1901.

BOMBAY CUSTOM HOUSE, 2nd August 1901.

From E. GRAY, Esq., I. C. S., Collector of Land Revenue, Customs and Opium, Bombay; to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to state that the Trustees of the Port of Bombay, have made proposals for the transfer of certain Departments from the Town Custom House to the Prince's Dock Custom House and I presume that a copy of the Trustees Resolution dated 9th July 1901, embodying the above proposal has been forwarded to you by the Bombay Port Trust. I shall, therefore, feel much obliged if you will kindly favour me with an expression of the Chamber's opinion on the proposals referred to.—I have, &c.,

E. GRAY, Collector of Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 16th August 1901.

E. GRAY, Esq., I.C.S., Collector of Customs, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. C/6653 dated the 2nd inst., and to say that since the Port Trustees had addressed to the Commissioner of Customs their proposal for the transfer of certain Custom House business to the Docks, and since my Committee thought it unnecessary to do more at that time than express a general concurrence in the views set forth by the Port Trustees, a letter in such general terms of concurrence was addressed by this Chamber to the Commissioner on the 24th July 1901.

I am now directed to inform you that in the opinion of my Committee the proposed transfer of some of the Custom House business to the Docks would be of very great advantage to the trade of the port. I am to add that since the matter appears to be one in which an understanding would be most easily attained by conversation, the Committee, should you so desire it, will have the honour to depute some of their members to discuss it with you at your convenience.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX R.

INSPECTION OF VESSELS LEAVING BOMBAY ON SUNDAYS.

No. 3481 of 1901.

General Department,
Bombay Castle, 19th June 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to the letter from this Department No. 5733 A, dated the 3rd November 1900, I am directed to inform you that the Government of India have now decided to exempt shipowners from the payment of the fees therein referred to for the medical inspection of vessels by the Port Health Staff on Sundays and the four public holidays.—I have, &c.,

H. O. QUIN, Secretary to Government.

Bombay Chamber of Commerce, 18th July 1901.

The Secretary to Government, General Department, Bombay.

Sir,—With reference to your letter No. 3481 of the 19th June 1901, I am directed to enquire whether the decision of the Government of India to exempt shipowners from the payment of fees for the medical inspection of vessels sailing on Sundays and the four public holidays, applies to Ports in the Madras Presidency.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. 4236 of 1901.

General Department.
Bombay Castle, 24th July 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—In reply to your letter of the 18th instant, I am directed to say that the decision of the Government of India to exempt shipowners from the payment of fees for the medical inspection of vessels on Sundays and the four public holidays applies to Ports in the Madras Presidency.—I have, &c.,

ALEX. R. KING, for Secretary to Government.

APPENDIX S.

NOTICE OF READINESS TO LOAD OR DISCHARGE UNDER A CHARTER PARTY.

BOMBAY, 28th January 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We observe from the excerpts of the Proceedings of the Committee during the month of December 1900, that the Ceylon Chamber was informed that notice of readiness to load under a Charter Party must be served to the local Agents of the charterers before 5 p.m., at which hour it is stated the Custom House closes—with the proviso that a vessel due in ballast may be entered nominally 24 hours prior to her arrival in the port.

May we understand from this that charterers are obliged to accept such notice of readiness if (a) a steamer arrived unexpectedly in ballast subsequent to 4 p.m., which is the latest hour for entering a steamer inwards in Bombay.

(b) If a steamer is only clear of inward cargo after 4 p.m. and cannot be entered outwards, through her port of loading being still undeclared by charterers, we presume the notice of readiness holds good.

It is maintained by some that no notice of readiness served subsequent to 4 p.m. is valid, because, though the Custom House does not actually close until 5 p.m., the hour for entering a vessel expires at 4 p.m.—and the Customs is practically closed at that hour.

We are of opinion that the usual 24 hours' notice is accepted to allow of such entry being made by the Agents, and for notice to be served by the charterers to their shippers.—We are, &c.,

KILLICK, NIXON & CO.

BOMBAY CHAMBER OF COMMERCE, 31st January 1901.

Messrs. KILLICK, NIXON & Co.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 28th inst., which has been read with great interest.

Regarding the questions asked by you I am to say that in the opinion of the Committee "(*a*) a steamer arriving unexpectedly in ballast subsequent to 4 p.m." must be accepted by the charterers if there is in the Charter-Party nothing to the contrary. In the second case (*b*) presented by you the Committee would hold that notice of readiness holds good.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX T.

EMPLOYMENT OF COLOURED LABOUR ON MAIL STEAMERS.

BOMBAY CHAMBER OF COMMERCE, 17th October 1901.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—As your Committee are necessarily aware, the Senate of the Australian Commonwealth has ratified that amendment to the Postal Bill which prohibits the making of Mail Contracts with Steamship Lines employing coloured men on board their vessels. Representation has been made to this Chamber regarding the injurious manner in which this enactment of the Australian Government will affect a very large number of British Indian subjects ; and my Committee, sharing the opinion that the subject is one on which the Government of India might properly be addressed jointly by the Chambers of Commerce of Calcuttta and Bombay, direct me to beg that you will be so good as to let them know whether your Committee are disposed to make such joint representation.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1426-1901.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 31st October 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 17th instant, in which you draw attention to the ratification, by the Senate of the Australian Commonwealth, of the amendment of the Postal Bill, prohibiting the making of mail contracts with Steamship Lines employing coloured men on board their vessels. You also intimate that a representation has been made to your Chamber with regard to the injurious manner in which this enactment of the Australian Government will affect a very large number of British-Indian subjects ; and you suggest that the Government of India should be approached jointly by the Chambers of Commerce of Calcutta and Bombay on the subject.

I regret the delay which has taken place in replying to your letter owing to the intervention of the Doorga Poonjah holidays, when the President and most of the members of the Committee of the Chamber were out of town.

The matter, however, was considered at the meeting of the Committee held yesterday, when I was instructed to inform you that the Committee will be prepared to join with your Chamber in a representation to the Government of India on the subject. The Committee would be glad to receive, for consideration, as early as possible, a copy of the draft letter which you propose to forward, and they will then make, without delay, any suggestions which may occur to them in connection with it.

It would appear that a further Bill entitled the Immigration Restriction Bill has been introduced into the Senate as the Committee have been placed in possession of certain suggestions which have been proposed by the British and Foreign Shipping Companies represented in Australia for the amendment of this Bill. I should be glad to know whether you have copies available of either of these Bills, and if so, whether you could favour the Committee with them for perusal.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 21st November 1901.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 31st ultimo, on the subject of the proposed joint representation to Government about the Australian Postal Bill as amended by the Australian Senate. I am to forward herewith a copy of the draft approved by my Committee, to express regret for the delay that has been occasioned by the Diwali Holidays and to beg that you will favour this Chamber with an indication of such alterations or additions as may appear to your Committee likely to strengthen the draft letter for the purpose had in view.

With reference to your request for copies of the Postal Bill in question, I am directed to say that such copies have not been found to be obtainable in Bombay and that it has not therefore, been possible to accede to your desire.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 19th December 1901.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—In view of the fact that the Senate of the Australian Commonwealth has recently ratified an amendment of the Postal Bill of the Federated Colonies in a sense prohibiting the making of mail contracts with steamship lines that employ coloured men on board their vessels; and in view of the very serious injury that would be done by such a measure to the large number of British Indian Subjects employed as seamen, I have, under the instructions of the Committee of the Bombay Chamber of Commerce, the honour to lay the following facts and considerations before Government to the end that the sanction of the Imperial Government may be withheld from the Bill so amended.

2. My Committee have failed to procure a copy of the enactment in question, but the purport of the measure is not disputed; and it is clear that it would in effect very greatly injure a large number of British Indian subjects who at present live by service upon such vessels as would be barred by the condition which it is proposed to institute. The number of men so serving is stated by persons intimately acquainted with the facts to amount to some 35,000 on the West Coast of India, with probably an equal number on the East Coast, making some 70,000 in all. The following table shows the numbers actually shipped in the Bombay Presidency in each of the last ten years:—

	Rs.
1890-91	28,839
1891-2	30,621
1892-3	30,063
1893-4	27,830
1894-5	27,930
1895-6	27,735
1896-7	28,949
1897-8	25,454
1898-1899	29,050
1899-1900	30,270
1900-01	28,279

To these numbers should be added some five to seven thousand men on leave at their houses. In normal times the numbers shipped on the East Coast are somewhat lower than on the West Coast; but since the Bombay Presidency became so widely infected with plague the numbers on the East Coast have largely increased and are now probably equal to those shown above.

3. I am directed to submit that objection to the measure by which the employment of these men is to be penalized is in no way analogous to a criticism of the principles embodied in the Australian Immigration Restriction Bill, and does not imply any denial of Australia's right to control purely Australian affairs. The exercise of that right would not directly affect the conditions under which the industries and operations of the rest of the Empire are conducted. But my Committee submit that the first effect of the Postal Bill as now amended by the Australian Senate must be to alter those conditions very seriously, to embarrass the shipping industry which is the most important branch of British Commerce and to dislocate the Imperial System of communications in a measure altogether disproportionate to the benefit to be derived from it by the small sea-faring community of Australia. My Committee believe it to be evident that the Imperial systems of communications is a matter for the control of the Empire as a whole and that no self-governing colony can reasonably claim by virtue of such self-government to prescribe the conditions under which all other parts of the Empire shall have postal access to it. Still less can such a colony claim to prescribe in this behalf conditions which have the effect of crippling substantially the Marine Service of the Nation for the performance of its functions in respect of other parts of the Empire. It is obvious that under the conditions that the Australian Senate seeks to impose, it may be impossible to conclude mail contracts on the terms hitherto obtained; and unless the Commonwealth be prepared to make good the difference in cost or unless that policy be abandoned under which it has been hitherto sought to make

the mail service of the Empire self-supporting, all classes of the King's subjects inhabiting other parts of His Dominions may have to pay an increased rate for Postal communication. Such prejudice to those communications as must inevitably result would, in the opinion of my Committee, be most retrogressive and greatly to be deplored.

4. I am, therefore, to crave that H. E. the Governor in Council may be pleased to represent these matters to H. E. the Viceroy to the end that he may make to the Imperial Government such communication as he may in Council consider to be most likely to prevent the Imperial sanction of the amended Bill in question.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERCIK NOEL-PATON, Secretary.

No. 1639-1901.

BENGAL CHAMBER OF COMMERCE.
CALCUTTA, 14th December 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, your letter of 21st November, forwarding copy of a draft letter to the Government of Bombay on the subject of the objectionable section in the Bill introduced into the Australian Parliament to make regulations for the postal and telegraphic services of the Commonwealth, which prohibits the employment of coloured labour on board steamers carrying the Australian mails.

I have to express the regret of the Committe for the delay which has taken place in the consideration of this important matter which has more or less been unavoidable. Since the receipt of your letter, the Committee have been able to procure copies of both the Postal Bill and the Immigration Restriction Bill, and have instructed me to hand you copy of the letter which they propose to address to the Government of India on the subject. As they desire to forward this simultaneously with the representation from your side, I am to request the favour of a telegram intimating the date on which your letter will be sent in.

W. PARSONS, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 19th December 1901.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY, GOVERNMENT of INDIA, Finance and Commerce Department.

SIR,—The Committee of the Bengal Chamber of Commerce have now before them copy of a Bill introduced into the Parliament of Australia to make regulations for the postal and telegraphic services of the Commonwealth. So far as the Committee understand, this Bill has been remitted by the Senate to the House of Representatives, and is now under consideration. The Bill being a measure entirely connected with the postal arrangements of a country outside of India, would not have called for notice or consideration on the part of this Chamber or for any representation to the Government of India, had it not been for a provision in one of its sections which appears to the Committee likely to inflict grave injury not only on a section of His Majesty's subjects in this country, but on Steamer Companies carrying Australian Mails; and in the opinion of the Committee of this Chamber will also interfere seriously with those progressive arrangements for the more rapid carriage of mails which it is the true interest of every country to facilitate and promote.

2. The Section of the Bill to which the Committee refer is Section 15 A. and reads as follows :—

(1) No contract or arrangement for the carriage of mails shall be entered into on behalf of the Commonwealth unless it contains a condition that only white labour shall be employed in such carriage.

(2) This condition shall not apply to the coaling and loading of ships at places beyond the limits of the Commonwealth.

The Committee of this Chamber are quite at a loss to understand the motives which have prompted the inclusion of this section in the Bill or on what principle of right and equity it is based. The Committee have had the opportunity of perusing another Bill introduced into the Australian Parliament, which they understand has since passed into law, the object of which is to place certain restrictions on immigration and to provide for the removal from the Commonwealth of prohibited immigrants. The provisions of this Bill appear to the Committee sufficiently far reaching and drastic to protect the interests of the Australian Commonwealth (if it is considered they need protection) from the importation of foreign element or cheaper labour from abroad. The provisions of the section of the Postal Bill now under reference on the other hand appear to have no well-defined object; as the fact of mail steamers bringing coloured crews

into the Ports of Australia and carrying them away again cannot possibly interfere in any way with the internal labour conditions of the Commonwealth.

3. The Committee of this Chamber would respectfully submit that the strongest possible protest should be made against this attempt on the part of the Australian Parliament to impose conditions upon or attempt to control what is essentially a part of the Imperial system of communication between different parts of the Empire. The Committee hold most strongly that no self-governing Colony can reasonably claim by virtue of such self-government to prescribe for other parts of the Empire the terms and conditions under which they shall have postal access to it; and they would point out that the interests of the Australian Commonwealth cannot possibly derive any benefit at all from the provisions of this section of the Postal Bill which would also be in favour of foreign as against British lines of steamers. It is obvious that under the conditions which the Australian Senate seeks to impose, it may become impossible to conclude mail contracts on the terms hitherto obtained, with the result that increased rates for postal communication would have to be paid by British subjects in different parts of the Empire. The Committee cannot but regard the policy which is indicated by this section of the Bill as distinctly retrograde and utterly unworthy of the Legislature of any part of His Majesty's Dominions.

4. The Committee would now turn to the injury which, if this Bill receives Imperial sanction without amendment in this particular direction, will be inflicted on a large number of British subjects in India who gain their livelihood by maritime service. The number of Asiatic seamen and firemen who are at present employed on ocean-going steamers may be estimated at probably 70,000. These men are among the most deserving and law-abiding of His Majesty's subjects, and it appears to the Committee more than unreasonable that any section or number of them should be excluded from earning their living on the high seas by reason of their colour. As pointed out above, the Australian Parliament have taken sufficiently effective steps to prevent the immigration of Asiatics into Australia, and it appears to the Committee incomprehensible that any Government should seek to dictate to the owners of steamers which visit their shores, but which are owned outside of their dominions, how their steamers are to be worked or what description of labour they shall employ on board. Sub-section (2) of Section 15 A. of the Bill, in which it is provided that the conditions of Sub-section (1) shall not apply to the coaling and loading of ships at places beyond the limits of the Common-

wealth, would almost seem to imply that the Australian Government reserved the right to dictate, if they saw fit so to do, the mode in which vessels were to be loaded or coaled in other parts of the Empire.

5. The Committee feel sure that His Excellency the Viceroy will at once realise the injustice that will be done, unless the section which has been referred to be deleted from the Bill by the Imperial Government; and they would respectfully request that the strongest possible protest may be made against this attempt on the part of the Australian Government to interfere with Asiatic labour beyond the limits of their own jurisdiction.—I have, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 19th December 1901.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 1639 of the 14th instant, and to confirm the following telegram despatched to your address this day :—

"Australian Bill. This Chamber's letter to Government forwarded to-day."—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 7279 OF 1901.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23rd December 1901.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 19th instant, regarding the amendment of the Postal Bill of the Federated Colonies and to state that it will be forwarded to the Government of India.—I have, &c.,

H. O. QUIN, Secretary to Government.

APPENDIX U.

REDUCED FEES FOR THE TRANSPORT OF KEROSINE OIL AT BOMBAY.

No. 2469 of 1901.

Bombay, 6th May 1901.

From J. Pollen, Esq., LL.D, I.C.S., Commissioner of Customs, Salt, Opium and Abkari, to the Secretary to the Chamber of Commerce, Bombay.

Sir,—I have the honour to inform you that it is proposed to levy special fees on the transhipment of Kerosine oil at the Port of Bombay as under :—

Kerosine oil in cases—½ (instead of 1 anna per case as at present) anna per case.

Kerosine oil in bulk—2 pies per 10 gallons.

I have the honour to request you to kindly favour me with the views of the Chamber as to the propriety and suitability of such fees.—I have, &c.,

J. POLLEN, Commissioner of Customs,
Salt, Opium and Abkari.

Bombay Chamber of Commerce, 16th May 1901.

The Commissioner of Customs, Salt, Opium & Abkari, Bombay.

Sir,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 2469, dated 6th May, on the subject of the special fees which it is proposed to levy on the transhipment of Kerosine oil in Bombay. I am to beg that you will favour the Committee with a statement as to whether these transhipment fees are to apply to all transhipments or only, as hitherto, to transhipments for foreign ports.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 2813 OF 1901.

BOMBAY, 23rd May 1901.

From J. POLLEN, Esq., LL.D., I.C.S., Commissioner of Customs, Salt, Opium and Abkari, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated the 16th instant, I have the honour to inform you that the transhipment fees are to apply as hitherto, to transhipments for foreign ports only.—I have, &c.,

J. POLLEN, Commissioner of Customs,
Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, 29th May 1901.

The COMMISSIONER of CUSTOMS, SALT, OPIUM & ABKARI, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letters No. 2469 of the 6th, and No. 2813 of the 23rd instant, and to say that they approve of the special fees which it is proposed to levy on the transhipment of Kerosine oil at the port of Bombay.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX V.

CONVEYANCE OF KEROSINE OIL IN VESSELS CARRYING NATIVE PASSENGERS.

No. 3079 of 1901.

General Department.
Bombay Castle, 1st June 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter dated 29th June 1899, I am directed to state that after considering the views of those concerned the Government of India have come to the conclusion that the necessity has not been established for prohibiting the carriage of Kerosine oil in native passenger ships or for fixing a maximum limit of the amount that may be so carried. They are, however, of opinion that Kerosine oil and petroleum carried by native nassenger ships should be subjected to certain precautions. They are of opinion that the following conditions should be laid down for the guidance of officers who grant certificates to masters of native passengers ships under section 12 of Act X of 1887 :—

(1) that each consignment is covered by a flash certificate, and that the flash point is not lower than that laid down in the Petroleum Act, 1899 ;

(2) that the tins containing the kerosine oil or petroleum are enclosed in outer wooden cases ;

(3) that the nature of the consignment is marked on the outside of the packages ;

(4) (a) that the kerosine oil or petroleum is stowed in the hold furthest from the boilers and engines, and as far away as possible from all lights and fires, and (b) that it is kept separate from all other cargo ;

(5) that no lights are permitted in the Kerosine oil or petroleum hold, and no smoking, etc., allowed anywhere near the hold ;

(6) that during the voyage great care is taken that only authorized and responsible persons visit the hold, for preference the ship's officers ; and

(7) that the number of passengers is limitted to the number that can safely be taken off in the vessel's boats in case of accident.

The officers who grant the certificates above referred to are empowered by section 15 (1) of Act X of 1887 to withhold them if there is any dangerous cargo on board.

2. Of the proposed instructions set forth above, those numbered 1, 2, 4 (b) and 7, being of an important nature, appear to the Governor General in Council to require careful consideration. I am to request that you will be so good as to obtain and favour Government with the view of the Chamber on the subject.—I have, &c.,

H. O. QUIN, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 24th June 1901.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—Under the instructions of the Committe of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 3079, dated 1st June, relating to the carriage of Kerosine oil in native passenger ships. That letter has had the most careful consideration of my Committee with special reference to the instructions numbered (1), (2), (4), (6), and (7), and I am directed to say that in the view of the Committee it would not be desirable to make No. (1) apply to Bombay seeing that no Kerosine oil can be landed in this port without having been tested by the Government Analyser.

I am to submit that experience has shown the employment of outer wooden cases to be unnecessary and that No. (2) might therefore with advantage be omitted.

Nos. (4) and (6) also appear to my Committee to be more stringent than actual conditions demand ; and while they consider it desirable to set a limit to the promiscuous storage of Kerosine among other cargo they believe it to be unnecessary to insist on its being carried in a separate hold as appears to be contemplated by the clause in question.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX W.

PROPOSED PUBLIC WHARF AT ADEN.

BOMBAY CHAMBER OF COMMERCE, 15th November 1901.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to refer to the correspondence about the Mooring Charges at Aden, terminating with my letter of the 31st ultimo. My Committee have learned indirectly that a Commission under the presidency of the Honourable Mr. W. C. Hughes has been appointed to report upon the question of the proposed wharves at Aden. Being given to understand that the work of that Commission has already been engaged in, they desire to suggest to Government with the utmost respect that it would be well to include the question of the Mooring Charges in the reference to the said Commission.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 408-G. OF 1901.

MARINE DEPARTMENT.

BOMBAY CASTLE, 18th November 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter No. 172-G., dated the 28th June 1900, I am directed to inform you, for the imformation of the Chamber, that a Commission, presided over by Mr. W. C. Hughes, C. I. E., F.K.C., M. Inst. C. E., Chairman, Bombay Port Trust, and composed of the following members, has been appointed to report on the question of a public wharf at Aden :—

(1) Major Davies, First Assistant Resident.
(2) Mr. Hormusji Cowasji Dinshaw, of Messrs. Cowasji Dinshaw, and Brothers.
(3) Mr. Baglehole, Agent of the P. and O. Company.
(4) Mr. Bunin Menahim Messa, of the firm of Messrs. Menahim Messa.
(5) W. H. Lockerman, of Messrs. Lockerman and Company.

(6) The Officer in Command of the Guard Ship or another Naval Officer nominated by the Commander-in-Chief, East India Squadron.

The Commission will take evidence and report on the feasibility of the different schemes which have been proposed for the construction of public wharves at Aden and the prospects of their proving remunerative, and the points to which their attention will be specially directed are—

(*a*) The adequacy of the existing wharves and accommodation.

(*b*) The probability of trade development as resulting from the construction of a public wharf.

(*c*) The prospect of a sufficient return by dues or otherwise to repay with interest the loan that may be required to meet the cost of construction.

(*d*) The question whether money to be spent on Aden Harbour would be best spent on a public wharf or on deepening the anchorage.

2. The Commission will assemable at Aden on the 12th December, 1901.—I have, &c.,

ALEX. R. KING, for Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 21st November, 1901.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the houour to acknowledge receipt of your letter No. 408, dated the 18th November, communicating to the Chamber (a) the fact of the appointment of a Commission to report upon the question of a public wharf at Aden, (b) the constitution of that Commission, (c) the issues to be referred to it, and (d) the date on which it is to meet.

2. I am directed to forward herwith a copy of a letter addressed to Government by this Chamber on the 28th February, 1900, and which expressed the opinion of the Committee as to the relative importance of wharves and dredging at Aden.

3. I am also to refer to the fact that on the 15th instant this Committee had the honour to address to Government a letter in which it was suggested that Government might take into consideration the expediency of including in the reference to the said Commission the question of the projected increase in mooring charges at Aden.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 431-G. OF 1901.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27th November 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letters dated the 15th and 21st instant, and in reply am to state that the Chairman, Aden Port Commission, has been supplied with a copy of your letter of 28th February, 1900, and that the question of the proposed increase in mooring charges has been included in the reference to the Commission.—I have, &c.,

H. O. QUIN, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 5th December 1901.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instruction of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 431-G. of the 27th ultimo in which you state that the question of the projected increase in the mooring charges at Aden has been included in the reference to the Commission appointed to report upon the proposed public wharf at that Port.

I am to convey to Government the thanks of the Committee for its compliance with their suggestion in this matter.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX X.

MOORING CHARGES AT ADEN.

ADEN CHAMBER OF COMMERCE, 22nd September, 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to inform you that a proposal has been placed before the Government of Bombay by the Aden Port Trust, to increase the mooring fees at present levied on vessels calling here. This Chamber has never been consulted or informed of the intention to submit such a scheme, and it was only by a chance perusal of the "Bombay Government Gazette," dated 22nd August 1901, that a notification was discovered stating the 23rd of August was the date on which it would be under the consideration of the Local Government.

I enclose herewith a copy of the notification, and earnestly beg your prompt assistance to prevent the imposition of these additional taxes, which are quite unnecessary and uncalled for, and would assuredly tend to drive away much of the shipping at present frequenting Aden.

To demostrate that the finances of the port are in a healthy condition, I also send you a statement, extracted from the Official Administration Reports, showing the revenue and expenditure from 1st April 1893 to 31st March 1900, from which you will observe there is a considerable surplus. Adding to this the balances carried forward from previous years, we find on 31st March 1900 the Port Trust had at its credit in cash and securities the handsome surplus of Rs. 1,66,251-5-8 (vide Adminstration Report, 1899-1900, page 12).

There is therefore absolutely no reason whatever for the imposition of further dues.

I have learned unofficially that the arguments which the Chairman of the Port Trust has advanced in favour of the scheme are :—

1st. No revenue is now obtainable from Bills of Health fees, which Government decided some time ago was an illegal charge.

2nd. That the shipping does not contribute to the dredging!

As regards the former the total receipts were approximately only Rs. 7,000 per annum, and the surplus shown considerably exceeds that figure.

The second contention requires more explanation, and I will quote figures from the Official Report for the year ending 31st March 1900, showing how the Port Trust keeps its accounts.

Schedule A is made up of receipts from bunder properties, wharfage fees, toll dues and sundries : the expenditure is for superintendence, trade registration, water police, dredging department, port engineer's department, upkeep of buildings, wharves and other properties. Total receipts Rs. 1,48,666-0-3, total expenditure Rs. 1,60,306-12-10.

Schedule C consists of receipts from port dues, pilotage, and various other charges levied on shipping : the expenditure is for health officer's department, port officer's department, pilot department, lighthouses and signal stations. Total receipts Rs. 1,52,825-0-0, total disbursements Rs.1,07,610-9-2, thus leaving a surplus of Rs. 45,214-6-10, which is transferred to the credit of schedule A and latter then shows a surplus of Rs. 32,573-10-3.

As schedule A includes dredging, the above proves that schedule C contributes very materially, and this has been the case every year since the dredging began in 1891.

The vessels calling here now-a-days are somewhat fewer in number, but larger in tonnage, than formerly. To charge on the tonnage, therefore, would be a very heavy tax. The present fixed charge of Rs 3 per day for vessels of any size is fair and reasonable. It is noticeable that the new scale names special rates for swinging : but there are no swinging buoys in this harbour, all vessels being tied up stem and stern.

With these facts before you, I trust you will be in a position to represent promptly and strongly in the proper quarter that the imposition of these additional dues is totally unnecessary and undesirable and, thanking you in anticipation.—I am, &c.,

S. MURRAY,
Honorary Secretary.

EXTRACT FROM BOMBAY GOVERNMENT GAZETTE, 22nd August, 1901.

NOTICE.

Under Section 40 (*b*) of the Aden Port Trust Act, 1888, it is hereby notified for general information that the Trustees of the Port of Aden will submit to the Local Government on the 23rd August, 1901, a draft of the prosposed scale of Mooring Fees framed by the Board under the above Section of the said Act in substitution of the present scale of Mooring Fees sanctioned by Government, under Notification No. 102, dated 5th September 1893.

The following scale of charges for the use of Port Trust Moorings for shipping and discharging Cargo thereat or for the use otherwise of Mooring by vessels, framed by the Trustees of the Port of Aden under Section 40 (b) of the Aden Port Trust Act, 1888, is published for general information in accordance with Section 40 clause (2) of the aforesaid Act :—

For the use of Moorings.	Per day or part of day.	
	Swinging.	Fixed.
	Rs.	Rs.
Vessels of 200 tons and under	2	3
200‡ „ to 500 tons	3	4
500‡ „ „ 800 „	4	5
800‡ „ „ 1,000 „	5	6
1,000‡ „ „ 1,200 „	6	7
1,200‡ „ „ 1,400 „	7	8
1,400‡ „ „ 1,600 „	8	9
1,600‡ „ „ 1,800 „	9	10
1,800‡ „ „ 2,000 „	10	11
2,000‡ „ „ 2,200 „	11	12
2,200‡ „ „ 2,400 „	12	13
2,400‡ „ „ 2,600 „	13	14
2,600‡ „ „ 2,800 „	14	15
2,800‡ „ „ 3,000 „	15	16
For every 200 tons or fraction thereof in addition	1	1

W. BEALE, Captain, for Chairman.

PORT TRUST OFFICE,
ADEN, 22rd July 1901.

Total income and expenditure of Aden Port Trust from 1st April 1893 to 31st March 1900.

	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Income	2,37,858	2,61,303	2,63,240	2,76,660	2,48,975	2,96,269	3,00,491
Expenditure	2,48,343	2,33,309	2,67,112	2,36,014	2,70,511	2,75,987	2,67,917
Surplus	.....	27,994	.....	40,646	.....	20,282	32,574
Deficit	10,485	.....	3,872	.....	21,536	.....	.....

BOMBAY CHAMBER OF COMMERCE, 17th October 1901.

The SECRETARY, CHAMBER of COMMERCE, Aden.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I beg to acknowledge the receipt of your letter of the 22nd ultimo with reference to the proposed enhancement of the Mooring Fees levied at Aden, and to forward for your information a copy of a letter which they have addressed to the Bombay Government on the subject.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 10th October 1901.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The attention of this Chamber has been drawn to a Notice published in the Bombay Government Gazette of the 22nd August last, to the effect that on the 23rd idem the Local Government would take into consideration a draft of a proposed scale of enhanced charges for the use of Moorings by vessels in the port of Aden.

2. My Committee are informed by the Aden Chamber of Commerce that the proposal to so enhance the mooring charges has been submitted for sanction to the Local Government without the representatives of the Trade and Shipping of the port having been given any opportunity for an expression of their views. It appears that even the Chamber of Commerce at Aden had not been informed of the intention to submit such a proposal, and that of the two unofficial members of the Aden Port Trust one was absent at the time the proposals came before the Board, or he would certainly have opposed it, while the other actually opposed it and was till nearly a month after the publication of the Notice in question ignorant that the matter had been sent forward to Government.

3. My Committee cannot but feel that to move in such a matter without some form of consultation with those persons and bodies which, from practical experience, are most likely to

be able to pronounce upon the effect that may be produced upon commerce is to greatly increase the likelihood of results that would be regretted by everyone interested in the port.

4. It is because of a fear of such results and because of the serious importance of Aden to the trade of this side of India that my Committee permit themselves to represent that Government would be well advised in demanding a full threshing out of the matter before any change be made in the existing regulations. And under their instructions I therefore have the honour to beg that His Excellency the Governor may be pleased to consider the expediency of delaying sanction to the proposed change until fuller examination can be given it.

5. In support of this petition I am directed for the present to submit, firstly, that the Aden Port Trust is in a perfectly sound financial position and that there is therefore no immediate need of resorting to injurious expedients to secure an increase in its revenues. It appears that on 31st March the said body had at its credit in cash and securities a surplus of some Rs. 1,66,250, and that in each year it is able to transfer from Schedule C to Schedule A a surplus which in normal years seems to have ranged about Rs. 48,500. Last year was abnormal inasmuch as there was extraordinary expenditure on plague account, and inasmuch as the dredger was sent to Bombay for repairs. Even so there was a surplus of some Rs. 7,000. Schedule A is, my Committee understand, made up of receipts from bunder properties, wharfage fees, toll dues and sundries, the expenditure being for superintendence, trade registration, water police, dredging department, port engineer's department, upkeeping of buildings, wharves and other properties. Schedule C comprises receipts from port dues, pilotage, and various other charges levied on shipping; while the expenditure is for Health Officer's and Port Officer's Departments, Pilot Department, Lighthouses and Signal Stations. The fact therefore that the Revenue under Schedule C, which is derived from shipping, annually contributes so largely by surplus to the dredging department under Schedule A appears to dispose of the contention

to the contrary which it is understood has been used as an argument for the contemplated change. As a matter of fact not only does shipping appear to contribute largely to the dredging, but the charges levied from it for that and other purposes do not seem to be so light as to leave room for any substantial enhancement without risk of driving a number of vessels to avoid the port or to evade the heavier mooring charges by remaining in the outer harbour. My Committee are informed by persons on whose opinion they have perfect reliance that the danger of this being done is not an imaginary one, and that in cases where such a course is followed, the Port Trust will lose not only the mooring charges but the charge for pilotage. It is therefore not at all certain that from the smaller number of vessels that would use the port under the proposed conditions the Trustees would derive any enhancement of their revenue, while it is quite certain that the commerce and general utility of the port would suffer. Examination of the statistics of the port in respect of trade leave little room for doubt that the attractions of the port do not in any decisive measure outweigh even the charges at present made; and the serious menace offered to Aden by the development of Jibuti and the completion of the railway from that place to the Harrar country is a reason for the exercise of great caution in the imposition of fresh burdens. It must be in the knowledge of Government that British and Indian Trade with the opening markets of East Africa is at present being most injuriously affected by the competition of goods carried at low rates by susidised vessels. If in addition to the present difficulties of obtaining shipment from Bombay to East Africa be added any further charges not obviously and immediately counterbalanced by such facilities as the trade sensibly requires, tho trade of this port will be unable to establish any hold on the new markets. If traders have assurance that such sums as are levied from them are applied in the manner which they know to serve them best, they may submit even to very heavy burdens; but if an impression be created that their contributions may be expended without apparent consideration of their wishes or advantage, they will by one

means or another avoid the port where they incur such charges. And it is because the proposals to which my Committee's attention has been called appear to them to be *prima facie* inexpedient and to have been pressed forward without regard to the opinion of bodies representing interests very largely concerned, that I now have the honour to convey to you their respectful request that the matter may be delayed until it can be adequately examined.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 360-G OF 1901.

MARINE DEPARTMENT.

BOMBAY CASTLE, 12th October 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 10th October 1901, containing a representation from the Chamber regarding the proposed enhancement of the mooring fees levied at Aden and to state that it will be laid before Government.—I have, &c.,

ALEX. R. KING, Secretary to Government.

No. $\frac{368}{G}$ OF 1901.

MARINE DEPARTMENT.

BOMBAY CASTLE, 18th October 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 10th instant, on the subject of the proposed enhancement of the Mooring Fees at Aden, I am directed to forward for the information of the Chamber extract paragraph 2 of letter No. $\frac{367}{G}$, dated the 18th instant, addressed by Government to the Political Resident, Aden.—I have, &c.,

H. Q. QUIN, Secretary to Government.

EXTRACT paragraph 2 of this Government letter No. 367-G, dated the 18th October 1901, to the Political Resident, Aden.

2. "I am also to forward herewith for the report of the Port Trustees, Aden, and such remarks as you may deem called for, a representation from the Bombay Chamber of Commerce regarding the proposed enhan-

cement of the mooring fees levied at Aden, and I am directed to request that when the proposals of the Port Trustees are resubmitted to Government they may be accompanied by a copy of such representation as the Aden Chamber of Commerce may desire to submit."

BOMBAY CHAMBER OF COMMERCE, 31st October 1901.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. $\frac{368}{G}$ of the 18th October and to convey to Government the thanks of the members for the consideration shown to their representation on the subject of the proposed enhancement of Mooring Fees in the Port of Aden.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX Y.

AMENDMENT OF THE INDIAN PORTS ACT, 1889.

Acts and Regulations.—
Bill to amend Section 6 of the Indian Ports Act, 1889, with a view to amplify the sanitary clauses.

GENERAL DEPARTMENT, No. 744.

BOMBAY CASTLE, 6th February, 1901.

Letter from the SUPERINTENDENT, GOVERNMENT CENTRAL PRESS No. 4266, dated the 9th November 1900 :—

"With referrence to Government Resolution General Department, No. 5771, dated the 6th instant, I have the honour to report that the Bill further to amend Section 6 of the Indian Ports Act, 1889, with a view to amplify the sanitary clauses, with Statement of Objects and Reasons, was published in English in the *Bombay Government Gazette* of the 25th ultimo."

Letter from the SANITARY COMMISSIONER for the GOVERNMENT of BOMBAY, No. B.—4763, dated the 16th November 1900 :—

"I have the honour to acknowledge the receipt of Government Resolution No. 5771 in the General Department, dated the 6th November 1900, and to state that after careful perusal of the Bill I have no suggestions or amendments to offer.

"2. I have not consulted the Health Officer of the Port of Bombay as the Government Resolution has been sent to him separately."

Letter from the Remembrancer of LEGAL AFFAIRS, No. 1446, dated the 20th November 1900 :—

"With reference to Government Resolution No. 5771, dated the 6th instant, I have the honour to submit the following remarks on the draft Bill to amend the Indian Ports Act.

"2. The rules to be framed under any clause of Section 6 (1) of Act X of 1889 must be consistent with the Act. So far as the clause now proposed affects to deal with the sanitary protection of the ports and the

detention of persons arriving in the port, there can be no doubt, I think, that its provisions are consistent with the aims and objects of the Act. I am doubtful, however, whether the establishment of sanitaria for persons resident in the port, or indeed the establishment of sanitaria outside the limits of the port, could properly be regarded as coming within the scope of the Act, and there can, I think, be little doubt that the making of arrangements in one port for the protection of others ports, whether in or out of British India, is entirely foreign to the purposes of the Act.

"3. There would, I think, be no objection to the regulation of action in connection with sub-clauses (i) to (vi) of the draft clause (*p*), but any rules in connection with sub-clause (vii) would appear to be open to the objection stated in paragraph 2 above. The action to be taken in this case must be taken after the vessel has left the port, for otherwise the vessel would be governed by sub-clauses (i) to (iv) in respect of its arrival in any other port in British India or by sub-clause (v) in respect of any death occurring on board before leaving the port.

"4. Further it is submitted that the provisions of the clause as drafted are somewhat vague and uncertain. The main clause deals with two distinct objects, *viz.*, (1) the establishment and regulation of sanitaria for the segregation of cases or suspicious cases of dangerous disease, etc., and (2) regulating the action to be taken, including the disposal of dead bodies. It is not made clear whether the following sub-clauses are intended to be read in connection with (2) only, or with both (1) and (2). The sub-clauses could not grammatically be taken as dependent on the subordinate object of (1) (*viz.*, the segregation of persons) and also on (2).

"5. There is nothing to indicate clearly who are the persons who are to be segregated, *i. e.*, whether they are to be persons on board the different classes of vessels enumerated in the sub-clauses, or persons living in the port and possibly having no connection with such vessels. The clause should, I think, be modified so as clearly to restrict its operation to persons of the former class.

"6. The reason for making any marked distinction between diseases common, and diseases uncommon, in India is not apparent; and if there is any such reason, it would appear advisable to define more clearly what is meant by these expressions. For instance, would plague now be regarded as a disease uncommon in India? or if not, at what stage of the series of outbreaks in different places did it cease to be uncommon? and in the event of its gradual disappearance, at what stage of such disappearance will it again become uncommon? It seems that if the distinc-

tion is to be recognised, there should be a power given to declare from time to time what diseases are common or uncommon in India.

"7. In sub-clause (iv) it is submitted that the words 'to be or' might be omitted. The conditions of the port of departure after the vessel had left would not be material."

Letter from the SURGEON GENERAL with the GOVERNMENT of BOMBAY, No. 13779, dated the 20th November 1900 :—

"With reference to Government Resolution No. 5771, General Department, dated 6th November 1900, I have the honour to state that I have no observations to submit with regard to the proposed Bill to amend the Indian Ports Act, 1889, except to suggest the substitution of ten days for seven days in clause *p* (iii). This period should, in my opinion, apply to both cases and deaths from dangerous, infectious or contagious diseases.

"2. It does not seem to me clear, from the construction of this sub-clause, whether the words 'any death within seven days previous, &c.' are intended to apply to deaths from any causes, or only to those caused by the aforesaid dangerous, infectious or contagious diseases."

Letter from the REGISTRAR, HER MAJESTY'S HIGH COURT of JUDICATURE, Appellate Side, Bombay, No. 2325, dated the 22nd November 1900 :—

"I am directed by the Honourable the Chief Justice and Judges to acknowledge the receipt of your letter No. 5771-P., the dated 6th instant, forwarding a copy of a Bill further to amend the Indian Ports Act, 1889, with the statement of Objects and Reasons, and requesting that Government may be favoured with their Lordships' opinion on the provisions of the Bill.

"2. In reply, I am to say that their Lordships have no remarks to offer on the subject."

Letter from the SUPERINTENDENT, GOVERNMENT CENTRAL PRESS No. 4513, dated the 22nd November 1900 :—

"In continuation of my letter No. 4266, dated 9th instant, I have the honour to report that the Bill further to amend Section 6 of the Indian Ports Act, 1889, with a view to amplify the sanitary clauses, with Statement of Objects and Reasons, was published in Marathi, Gujarati and Kanarese in the *Bombay Government Gazette* of to-day's date."

Letter from the SECRETARY, BOMBAY PORT TRUST, No. 5093, dated the 24th November 1900 :—

"With reference to Government Resolution No. 5771, dated 6th November 1900, relating to the Bill to amend Section 6 of the Indian Ports Act, 1889, with a view to amplify the sanitary clauses, I am directed to invite a reference to this office letter No. 5047, dated 22nd November 1900, and to forward herewith an extract of a letter from the Trustees' Solicitor, suggesting certain amendments to the draft bill."

Letter from the MUNICIPAL COMMISSIONER for the CITY of BOMBAY, No. 23240, dated the 28th November 1900 :—

"With reference to Government Resolution No. 5771 of 6th instant, I have the honour to inform you that I have no remarks to offer on the Bill to amend the Indian Ports Act, 1889."

Letter from the SECRETARY, CHAMBER of COMMERCE, Bombay, dated the 29th November 1900 :—

"I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 5771-A. of the 6th instant, accompanied by a copy of the Bill to further amend the Indian Ports Act, 1889, on the provisions of which you desire to be furnished with the opinion of the Chamber.

"The Bill (together with the Statement of Objects and Reasons) has received the careful consideration of the Committee, who have taken the opportunity of consulting members of the Chamber directly interested in its provisions, and I am to say that the proposed Act meets with their entire approval."

Letter from the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, No. 6966, dated the 30th December 1900 :—

"With reference to Government Resolution No. 5771 of the 6th ultimo, forwarding for opinion copy of a draft Bill abolishing the Indian Quarantine Act, 1870, and making certain amendments in the Indian Ports Act, I have the honour to state that in my opinion the provisions of the Bill are suitable and may be adopted with advantage."

Memorandum from the SANITARY COMMISSIONER for the GOVERNMENT of BOMBAY, No. 5015-B., dated the 5th December 1900 :—

Submitting the following letter No. 3045, dated the 1st idem, from the Health Officer of the Port of Bombay :—

"With reference to the Bill to amend Section 6 of the Indian Ports Act of 1889, forwarded for my opinion under Government Resolution,

General Department, No. 5771, dated the 6th of November 1900, I have the honour to offer the following remarks :—

(*a*) The Indian Ports Act excludes entirely from the operation of any of its provisions vessels belonging to or in the service of Her Majesty or the Government of India or vessels belonging to any Foreign Prince or State. It is doubtful if this is advisable in the case of diseases uncommon in India. At present vessels of all nations are subject to the rules drawn up under the Venice Sanitary Convention and which are given the force of law by the Epidemic Diseases Act.

(*b*) Clause (*p*), as it at present stands, does not give power to segregate contacts or suspects with disease uncommon in India, that is, persons from plague or yellow fever infected ports—but see clause (*p*), sub-clause iv.

(*c*) Clause (*p*) III.—In the third line of this clause the words 'any death' occur. This is presumed to mean a death from any cause whatsoever within seven days previous to the arrival of the vessel. It is not clear how steps can be taken to disinfect the cabin or mattresses in or on which a person died from, say, small-pox or plague within eight or more days of arrival. The disinfection of such cabin and bedding is absolutely necessary before another passanger is allowed to make use of them.

(*d*) Clause (*p*) VI.—No power is given for the disinfection of cargo of any kind fouled by cholera discharge or on which a small-pox patient had been lying. In conection with this point, I would refer to the opinion expressed by Government in their Resolution No. 4514 of 28th August 1900. The infected articles therein referred to are 'food stuffs' and not cargo of any nature which may at any time be found infected. On this point I would, however, invite attention to paragraph 5 of letter from the Government of India, Home Department (Sanitary), No. 2185, dated the 10th of July 1899, embodied in Government Resolution, General Department, No. 3377 of 3rd August 1899, which states that it is not advisable to enjoin the disinfection of cargo in any rules which may be framed under the proposed amendment of the Ports Act. As a disinfecting apparatus is attached to the Port Health Department, contaminated articles other than food stuffs can be easily disinfected without doing much harm to the articles from a commercial point of view.

(*e*) 'Health Officer' in the abovementioned clause means, I presume, Health Officer of the Port—the Officer appointed under Section

17 of the Indian Ports Act and also any additional or Assistant Health Officer of the Port—*vide* Rule 2 of the rules proposed to be issued under clause (*p*) (i) of sub-section 1 of Section 6 of the Indian Ports Act of 1901 and forwarded by the Government of Bombay to the Government of India with their letter No. 1917, dated the 4th of April 1900."

the Sanitary Commissioner observing as follows :—

"(*b*) It is not intended to detain any but those who are or have been so recently suffering as to be a danger to the community if allowed to go away. As to 'suspects' power to detain them for observation should be given and this may be done by inserting in clause (*p*) after the words 'who are or have recently been' the words 'or are suspected to be.'

"(*c*) This should mean any death from any cause. If the death is explained to the satisfaction of the Port Health Officer, he takes no action.

"The steps to disinfect the cabin, &c., of any person dying during a voyage from a disease notified under this Act as dangerous, infectious, or contagious, can be taken under the rules to be framed under this Section 6 (*p*) (i) now proposed to be amended.

"(*d*) It is clear that the disinfection of cargo is not to be undertaken; but circumstances are different in this country from England and some power to disinfect cargo actually fouled by persons suffering from cholera or small-pox should be permitted to the Health Officer, especially as it can be now quickly, effectually and as a rule harmlessly done.

"(*e*) The words 'of the Port' may be added to make it quite clear who is the officer referred to, and he may be authorized to delegate his powers under this Act to any additional or Assistant Health Officer serving under him."

Memorandum from the COMMISSIONER in SIND, No. 2671, dated the 5th December 1900:—

"The Commissioner in Sind presents compliments, and, with reference to paragraph 1 of Government Resolution No. 5771, dated 6th November 1900, requesting his opinion on the Bill marginally noted, has the honour to submit the accompanying copy of letter dated 22nd idem, and accompaniments, from the Port Officer, Karachi,

Bill to amend Section 6 of the Indian Ports Act, 1889, with a view to amplify the sanitary clauses.

indicating the points on which experience has shown an amplification of the Act necessary. The Commissioner has nothing further to add.

"2. The Chamber of Commerce and the Port Trustees, who agreeably to the direction of Government were consulted in the matter, have no objection to the proposed amendment of the Act in the direction indicated in the Resolution. The Plague Committee, Karachi, which was also consulted by the Commissioner, is of the same opinion.

"3. The Bill and the Statement of Objects and Reasons was translated into the Sindhi language and published in that language in the Sindhi part of the *Sind Official Gazette* of the 29th ultimo, and in English at pages 11-12 of Part III of that *Gazette* of the 22nd idem."

Letter from the PORT OFFICER, KARACHI, to the COMMISSIONER in SIND, dated the 22nd November 1900 :—

"With reference to the proposed Bill to amend the sanitary clause of Section 6 of the Indian Ports Act X of 1889, received under your endorsement No. 2585, dated 17th November 1900, I have the honour to report that it appears to me to contain the necessary powers for framing regulations to deal with vessels carrying or likely to carry cases of dangerous, infectious diseases *uncommon* in India. It also gives the necessary powers to regulate the action to be taken with respect to vessels on which there may be diseases *common* in India, but it does not provide for action being taken against vessels arriving from Indian infected Port without cases having occurred on board. The Port Health Officer and the Special Port Health Officer, who were consulted in the matter, are of opinion that provision should be made in the Bill for such a contigency and I agree with them. Copies of their reports are herewith forwarded for your information.

"2. Their second recommendation, which is also worthy of consideration, is, however, I find, untenable in terms of paragraph 5 of the Government of India's letter embodied in Government Resolution No. 3377, dated 3rd August 1899, General Department.

"3. I take this opportunity to urge that provisions for the following matters, which are found by experience to be necessary, may also be inserted in the Bill, and request that you will be so good as to move Government accordingly :—

Under Clauses (k) and (i) of Section 6.

I—For levying fees or taxes for licensing vessels.

II—For fixing rates of hire.

III—For compelling licensed vessels to ply for hire.

IV—For fixing the number of crew to be carried by vessels.

V—For fixing the rates to be paid for the use of such moorings, buoys, etc.

I.

(*a*) Harbour Crafts are licensed under Clause (*k*) of Section 6 but the Remembrancer of Legal Affairs states in paragraph 8 of his letter embodied in Government Resolution No. 3195, dated 13th May 1895, Judicial Department, that there is no provision in that clause for the levy of *fees* for licensing.

II and III.

(*b*) Further, no provision exists for fixing rates of hire for the information of passengers and the rule framed by the Madras Government compelling boat owners to ply for hire was held to be *ultra vires* by the Madras High Court, *vide* correspondence received under your endorsement No. 3147, dated 6th July 1898.

IV.

(*c*) The clause also does not empower the Local Government to determine the number of crew to be carried by Harbour Craft and Clause (*n*) of that Section apparently permits only the regulating of the portion of the total number, who must be on board in case of accidents. The present Port Rule No. 23 (*vide* page 9 of copy of rules attached) framed under Section 6 (k) of the Indian Port Act is *ultra vires*.

V.

(*d*) It is held that fees for the *use* of moorings cannot properly by levied under Section 35, but only fees for *services* rendered in mooring vessels, *vide* correspondence received under endorsement No. 1704, dated 8th August 1900. As the cost of buoys, etc., is debitable under Section 36 (5) (*b*) to the 'Port Fund,' I think the receipts for the use of such buoys, etc., should also be credited to it, and this can be provided for by adding at the end of clause (*i*) of Section 6 the words 'and for fixing the rates to be paid for the use of such moorings, buoys, etc.'"

Letter from the HEALTH OFFICER of the PORT of KARACHI to the PORT OFFICER, Karachi, No. 563, dated the 20th November 1900:—

"With reference to your forwarding memorandum No. 1859, dated 19th instant, below the Commissioner in Sind's No. 2585, General Department, dated 17th instant (herewith returned), I have the honour

to point out that it seems desirable to add a clause between clauses III and IV under (*p*) of the amendment as follows:—

'Where a vessel enters any such port in which, or in the neighbourhood of which, there is believed to be, or to have been at the time when the vessel left such port, any dangerous, infectious or contagious disease common in India,'

as action would be required to be taken in a vessel arriving from a port infected with cholera, small-pox, &c., diseases that are *common* in India, and between clauses VI and VII a clause as follows:—

'Where there is on board any cargo, including ballast or sand ballast, that would in the opinion of the Health Officer be likely to carry germs of infection'

as certain cargo may be considered infected, and in the case of shells used as ballast or sand ballast that might be suspected to contain Jiggers."

Letter from the SPECIAL PORT HEALTH OFFICER, Karachi, to the PORT OFFICER, Karachi, No. 1004, dated the 21st November 1900:—

"With reference to your forwarding memorandum No. 1874 of the 21st instant below the Commissioner in Sind's No. 2585, General Department, of 17th instant, I have the honour to state that in my opinion it is most advisable to insert a clause referring to infected cargo as suggested by the Port Health Officer.

"2. I would also suggest that in paragraph (1) the following words should be inserted so as to read 'for the segregation from any dangerous, infectious or contagious disease or of those who have been in contact with the sick or in any other way may be considered suspicious by the Port Health "Officer."

Letter from the SECRETARY, BOMBAY PORT TRUST, No. 5047, dated the 22nd November 1900:—

"I am directed to forward herewith a copy of Trustees' Resolution No. 327, dated 13th November 1900, together with the various letters mentioned in the Resolution and to invite the attention of Government to Rule No. VIII of Government Resolution No. 3873, dated 18th September 1889, General Department, from which it will be seen that the rule, as it stands, is not in accordance with the provisions of the Indian Ports Act, and to request that Government may be moved to reconsider the rule with a view to such alteration as may seem desirable."

Letter from the PORT OFFICER, BOMBAY, to the CHAIRMAN, BOMBAY PORT TRUST, No. 3074—34, dated the 10th October 1900 :—

"I have the honour to bring to your notice that a dead body was recently disposed of in the Harbour in contravention of Rule VIII published at page 22 of the Port Rules (copy attached). The tindal of the vessel was summoned and fined Rs. 15 by the Senior Presidency Magistrate.

"The wording of the rule in question appears faulty, as it is apparently necessary to prove that the person died of an *infectious disease* before the offence becomes indictable, and I would suggest that the rule be altered as follows :—

'No dead body shall be buried by sea burial within 10 miles of the Port limits.'"

Letter from Mr. E. C. B. ACWORTH, Solicitor, to the SECRETARY BOMBAY PORT TRUST, No. 6599, dated the 10th November 1900 :—

"I have the honour to acknowledge your memorandum No. 4690 of the 1st instant, and in reference thereto and to the Chairman's memorandum of the 1st instant, I beg to say as follows :—

"2. The Port Rules to which reference is made in the letter of the Port Officer No. 3074—34 of the 10th October 1900 purport to be promulgated by the Local Government under Section 6, clause (*p*) of the Indian Ports Act X of 1889.

"3. The Indian Ports Act extends to the Port of Bombay and the limits of the Port are defined by Government Notification No. 443 of 15th January 1896.

"4. The power conferred upon the Local Government by the Section and sub-clause referred to is to make rules—

'For regulating the action to be taken by a master where there is disease or sickness, or a dead body, on board his vessel in any such port (*i.e.*, any port subject to the Act).'

"5 Having regard to the above it does not appear to me that the Local Government have power to make any rule under the Indian Ports Act, Section 6 (*p*), intended to operate outside the limits of the port to which the Rule is applied and Rule VIII referred to appears to me to be *ultra vires* so far as it purports to prohibit sea burial within 10 miles of the port.

"6. Having regard to the fact that under the said Section and sub-clause the Local Government have power to regulate the action of the master of a vessel where there is a dead body on board his vessel in a port whether the person died of disease or from any other cause, I would suggest that Government should be asked to frame a rule prohibiting the burial by sea of any dead body within the port limits and the removal of any dead body for sea burial outside the port limits, making it compulsory that a dead body once within the port limits should be either burned or buried on shore and I would suggest the following alteration of the first four lines of Rule VIII as printed :—

'(VIII). No person dying from any cause whatsoever shall be buried by sea burial within the port limits, and no master of a vessel shall remove or permit any dead body on board his vessel, within the port limits, to be removed thereout, for burial by sea ; but every dead body, which shall be upon any vessel within the port limits, shall be burnt, or, where burning is impossible, be buried on shore.'

"7. I return herewith the papers accompanying my instructions."

Letter from Mr. E. C. B. ACWORTH, Solicitor, to the SECRETARY, BOMBAY PORT TRUST, No. 6809, dated the 17th November 1900 :—

"I have the honour to acknowledge your office memorandum No. 4886 of the 14th instant and to annex here to the draft of a suggested alteration of the first four lines of Rule VIII of the Port Rules amended in accordance with the Chairman's minute of the 13th instant and in substitution for the alteration suggested by me in paragraph 6 of my No. 6599 of the 10th instant.

"2. I have also to acknowledge your office memorandum No. 4887 of the 14th instant accompanying the print of a Bill to further amend the Indian Ports Act, 1889, and I observe therefrom that the previous sanction of the Governor-General in Council will be necessary to any rule made by the Local Government under the amended clause (*p*) of sub-section 1 of Section 6 of the Indian Ports Act, 1889.

"3. As I have pointed out in paragraph 6 of my No. 6599 of the 10th instant, it appears, to me that under Section 6, sub-section 1, clause (*p*) of the Indian Ports Act, as it at present stands, the Local Government have power to make rules for regulating the action of the master of a vessel where there is a dead body on board his vessel in a port whether the person died of disease or from any other cause. I presume that it is not the intention of the amended clause *p* (v) to limit the operation of the rules to the case of the bodies of persons who have died only from

dangerous, infectious or contagious disease, but I think the amended sub-paragraph (v) of clause (*p*) would be clearer if it read—

'V. Where there is on board a vessel in any such port the dead body of a person who shall have died from any cause whatsoever.'

"4. I would further suggest that as sub-paragraphs I, II, III, IV and VII of the amended clause *p* deal with dangerous, infectious and contagious disease, those sub-paragraphs should be numbered consecutively I, II, III, IV and V and that the present sub-paragraphs V and VI should be numbered VI and VII.

"5. I return herewith the Trustees' file and papers and compilation 110, Volume 2."

"VIII. No person dying from any cause whatsoever shall be buried by sea-burial within the port limits, and no master of a vessel shall remove or permit any dead body on board his vessel, within the port limits, to be removed thereout, for burial by sea ; but every dead body which shall be upon any vessel within the port limits, shall be buried, burnt, or otherwise disposed of, on shore, according to the nationality, class or csate to which the deceased person belonged."

RESOLUTION. —The following letter (No. 216, dated the 12th January 1901,) has been addressed to the Government of India :—

"I am directed to acknowledge the receipt of your letter* No. 1555, dated the 22nd October 1900, forwarding a Bill to amend the Indian Ports Act, 1899, with Statement of Objects and Reasons, and requesting to be furnished with the opinion of this Government on the provisions of the Bill and with the opinions of the Honourable the Judges of the High Court of Judicature at Bombay and of such selected officers and other persons as this Government might think fit to consult on the subject.

"2. In reply, I am directed to state that the Honourable the Judges of the High Court, who were consulted as desired, have offered no remarks. The provisions of the Bill meet with the entire approval of the Bombay Chamber of Commerce. The Chamber of Commerce and the Port Trustees, Karachi, have no objection to the amendment of the Act in the direction indicated in the Bill, and the officers of Government consulted generally approve of it. I am to forward copies of the letters noted in the margin and to offer the following remarks.

Letter from the Surgeon General with the Government of Bombay, No. 13779, dated the 20th November 1900.
Paragraphs 1 to 5 of a letter from the Remembrancer of Legal Affairs, No. 1446, dated the 20th November 1900.
Letter from the Health Officer of the Port of Bombay, No. 3045, dated the 1st December 1900.

* Printed in the preamble of Government Resolution No. 5771, dated the 6th November 1900.

"3. With reference to the remarks of the Remembrancer of Legal Affairs, and more especially to those in his paragraph 4, I am directed to observe that the words 'for the establishment and regulation of places to be used as sanitaria for the segregation of persons who are or have recently been suffering from any dangerous, infectious or contagious disease' have been inserted by the Government of India since the opinion of this Government on the original Bill was expressed in my letters* No. 5965, dated the 21st December 1899, and No. 1917, dated the 4th April 1900. The Governor in Council is unaware of the reasons for the insertion of these words; but on the assumption that power to make rules 'regulating the action to be taken' in the various specified classes of cases is not considered to include power to establish or regulate sanitaria for segregation purposes, is inclined to think that the latter power might conveniently be conferred by a separate sub-clause dealing with segregation alone.

"4. With reference to paragraph (*b*) of Major Crimmin's letter, I am directed to say that, though the case of *plague* is sufficiently provided for by the Epidemic Diseases Act, 1897, yet, in the event of a vessel arriving at an Indian Port with *yellow fever* on board, it might be considered desirable to segregate not only persons suffering from the disease or who had recently recovered therefrom, but also 'contacts' and 'suspects,' and as there would apparently be no law under which this could be done, the opportunity might now with advantage be taken of making the requisite provision in the special sub-clause dealing with segregation which has been suggested in the last preceding paragraph.

"5. As doubts have been raised by some of the officers consulted by this Government as to whether 'death' in sub-clause (iii) of the Bill means 'death' from any cause whatsoever and whether 'dead body' in sub-clause (v) means the dead body of a person who has died from any cause whatsoever, I am directed to suggest that it should be made perfectly clear that these meanings are intended.

"6. With reference to sub-clause (vi), I am directed to suggest that for the word 'Health Officer' there should be substituted 'Port Health Officer or other officer designated in the rules.' Otherwise ambiguity may arise. For example, at some ports there are no Health Officers; at Aden the port Surgeon discharges the duties of Health Officer: at Karachi there are two independent Health Officers of the Port; and at Bombay there is a Municipal Health Officer in addition to the Port Health Officer and the latter has several Assistants.

* *Vide* Government Resolution No. 2203, dated the 24th April 1900.

7. I am also directed to invite the attention of the Government of India to the suggestion of the Surgeon General with this Government that in sub-clause (iii) of the Bill the words 'ten days' should be substituted for the words 'seven days.'

"8. The Bill with the Statement of Objects and Reasons was published in the *Bombay Government Gazette* in English on the 25th October 1900, and in Marathi, Gujarati and Kanarese on the 22nd November 1900 and in the *Sind Official Gazette* in English on the 22nd November 1900 and in Sindhi on the 29th idem."

2. The Trustees of the Port of Bombay should be informed that the request made by them in their letter No. 5047, dated the 22nd November 1900, has been noted and will be taken into consideration when the provisions of the Bill are passed into law.

J. DE C. ATKINS, Secretary to Government.

To

The Commissioner in Sind,
The Commissioner of Customs, Salt, Opium and Abkari,
The Collector of Customs,
The Surgeon General with the Government of Bombay,
The Sanitary Commissioner for the Government of Bombay,
The Health Officer of the Port of Bombay,
The Municipal Commissioner for the City of Bombay,
The Political Resident, Aden,
The Remembrancer of Legal Affairs,
The Solicitor to Government,
The Private Secretary to His Excellency the Governor,
The Chairman, Bombay Port Trust,
The Secretary, Chamber of Commerce, Bombay,
The Revenue Department of the Secretariat,
The Marine Department of the Secretariat,
The General Department of the Secretariat (Plague).

APPENDIX Z.

RULES UNDER THE INDIAN STEAM SHIPS' ACT, 1884.

BOMBAY CHAMBER OF COMMERCE, 18th September 1901.

H. O. QUIN, Esq., I. C. S., Secretary to Government, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of a copy of two Notifications dated 20th August, the one, No. 78, consisting of Revised Draft Rules under section 36 of the Indian Steam-ships' Act, and the other, No. 79, consisting of modifications of Rules under Section 24 of the same Act.

2. The papers in question, though dated the 20th August, reached this office only on the 3rd September ; so that there has not been sufficient time to go into the matter with the fullness which, from certain representations received by the Committee, it would appear to call for. Copies of the papers have, however, been circulated by the Committee to representatives of the shipping interest in Bombay ; and in view of the fact that the 20th instant has been fixed by Government as the last date for the receipt of representations in the matter, I am directed to communicate to you without loss of time the sense of such criticisms as have been offered.

3. With reference to page Notification No. 78, page 3, Section 21, sub-section (a), from which it would appear that a journeyman's time is to count as equivalent to apprenticeship, it is represented that in the United Kingdom apprenticeship must be completed before work as a journeyman can be counted, and that departure from that rule in India would be inexpedient and tend to introduce an inferior class of men.

4. It is also represented by a firm well qualified to speak as to the capabilities of the class of Engineers to whom the Ele-

mentary Questions in No. 78, Appendix B, are intended to be put, that a large number of the said questions presuppose a measure of knowledge not possessed by any engineer of that class, nor of any practical use to him if possessed. The questions singled out for objection on this account are as follows :—Nos. 226 to 264 inclusive, No. 280, No. 285, and Nos. 289 to 297 inclusive. It is also contended that, since no engineer on the Indian Home Trade could pass such a standard as is proposed, it would be necessary, in event of its institution, to institute also a secondary standard for engineers which would entitle the ship to a Survey Certificate for Home Trade just as such a Survey Certificate is issued to a ship whose deck officers have passed a relatively low examination. The suggestion is that it is unnecessary that a ship on the Home Trade, and which may never be more than eight to twelve hours out of port, should carry an engineer holding a certificate that would qualify the vessel for a Foreign Trade Certificate.

5. The time allowed has not admitted of a full consideration of these questions, and it is understood that a further communication on the subject is being addressed to this Chamber; but I am directed meantime to submit them to you without comment and to say that should Government desire it, the Committee will give the matter further attention.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 278-P OF 1901.

MARINE DEPARTMENT,
POONA, 25th September 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 18th September 1901, and to inform you that Government will await the receipt of any further representation the Chamber may wish to make in regard to the revised draft rules for the examination of Engineers in the Merchantile Marine, published under Government Notification No. 78, dated 21st August 1901.—I have, &c.,

H. O. QUIN, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 30th October 1901.

THE SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce and in continuation of the correspondence ending with your letter No. 278 P., dated 25th September, on the subject of the Draft Rules for the Examination of Engineers in the mercantile marine, I have the honour to communicate to you the sense of a further representation now received by the Committee. The criticism made relates to page 3 sub-section (a), where it is provided that :—

> "If the candidate has not served for four years as an "apprentice engineer, or as journeyman, he will be requir- "ed to have served, in lieu thereof, four years at sea."

It is submitted that owing to the intricacy of modern marine engines thoroughly trained men are required and that men with sea service only have not adequate opportunity of studying the construction of such engines. It is not therefore considered that it would be advisable to accept men without shore service in some engineering shop. You will note that this bears out the representation already made in paragraph 3 of the Chamber's letter of the 18th September last.—I have, etc.,

C. H. ARMSTRONG, Dy. Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 462-G OF 1901.

MARINE DEPARTMENT,
BOMBAY CASTLE, 21st December 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated 30th October 1901, I am directed to inform you that the representations made by the Chamber in regard to the revised draft rules for the examination of Engineers in the Mercantile Marine at the Port of Bombay, published under Government Notification No. 78, dated 21st August 1901, have been submitted to the Government of India.—I have, &c.,

H. O. QUIN, Secretary to Government.

APPENDIX AA.

CURRENCY MATTERS.

BOMBAY CHAMBER OF COMMERCE, 15th May 1901.

THE SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to beg that Government may be pleased to represent to the Secretary of State the expediency of making some modification in the present practice of maintaining, for Telegraphic Transfers a price which, being prohibitive, is unproductive and renders inoperative the provisions in respect of such remittances.

2. It has been brought to the notice of this Chamber that for some time past the transactions in Telegraphic Transfers have been infinitesimal for the reason that the Secretary of State demands for the accommodation a price out of relation to the ruling rates of exchange and interest. With demand procurable at 1s. 3 15-16d. and with interest at 7 per cent. or less it cannot pay any one to buy Telegraphic Transfers at a difference of 1/16 which is equivalent to over 9 per cent. The large Treasury Balances recently shown seem to preclude any supposition that the action of Government in this matter is due to inability or reluctance to meet any such call on its resources as might attend a free use of the Telegraphic Transfers; and I am instructed to represent to you respectfully that if the market rates for money were taken more fully into consideration in this connexion, Government would render effective those facilities to trade provided by the Telegraphic Transfer system and would, at the same time, gain a certain profit on sums at present stagnant in the Treasuries.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 1995 OF 1901.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 20th May 1901.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 15th instant, on the subject of the expediency of making some modifica-

tion in the rates demanded by the Secretary of State for Telegraphic Transfers and to state that a copy of the letter has been forwarded to the Government of India.—I have, &c.,

J. MUIR MACKENZIE, Chief Secretary to Government.

No. 2593 OF 1901.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 3rd July 1901.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Government No. 1995, dated 20th May 1901, I am directed to state for the information of the Chamber that your letter dated 15th idem regarding the expediency of making some modification in the rates demanded by the Secretary of State for Telegraphic transfers has been transmitted by the Government of India to the Secretary of State.—I have, &c.,

J. MEAD, Under-Secretary to Government.

No. 3237A, OF 1901.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 26th August 1901.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Government No. 2593, dated 3rd July 1901, I am directed to forward for the information of the Chamber a copy of a despatch from the Secretary of State for India, No. 126, Financial, dated 19th July 1901, in answer to the representation of the Chamber on the subject of the price of Telegraphic Transfers. —I have, &c.,

J. MEAD, Under Secretary to Government.

INDIA OFFICE,
LONDON, 19th July 1901.

FINANCIAL, No. 126.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in Council.

MY LORD,—I have considered in Council your Excellency's letter, dated the 20th of June, No. 209, transmitting a letter from the Chamber of Commerce at Bombay, representing "the expediency of making some modification

Price of Telegraphic transfers on India.

" in the present practice of maintaining for telegraphic transfers a price " which, being prohibitive, is unproductive and renders inoperative the " provisions in respect of such remittances."

2. I do not know to what " provisions" the Chamber of Commerce refers in these words. Bills on India are sold weekly, to an amount previously announced, in accordance with an advertisement, dated the 28th of March 1883, in which it was stated that tenders for telegraphic transfers would be received, " in addition to the notified amount of Bills." It is the usual practice not to sell, when tenders are opened at 1 o'clock on any Wednesday, more bills and telegraphic transfers together than the total amount so notified. The main object is, however, to obtain the requisite funds by the sale of bills ; and telegraphic transfers are only granted at such a price as is not likely to interfere with the demand for bills. If the former were allotted at a relatively low price, it is probable that the result would be that tenders for telegraphic transfers would be made at the rate at which bills would outherwise have been sold, and that the price for the latter would be yet more depressed.

3. On the 15th of May, when the Chamber of Commerce addressed the Bombay Government, the Bank rate of discount in India was 7 per cent. Taking 15 days at Bombay or 17 at Calcutta as the fewest within which a bill could be presented from the date of its leaving London, the interest on 16 pence, at 7 per cent., expressed in 32nds of a penny, is 1·472 and 1·669 respectively. To have charged only 1-32d. above the bill price would, therefore, have been to supply the remitter with money at a rate considerably less than that at which he could have obtained accommodation from the Presidency Banks, and thus to have placed the Government in competition with them.

4. On the 20th of June, the date of your Excellency's letter, the rate of discount fell to 5 per cent., at which the addition for interest, in 32nds of a penny, is 1·052 or 1·192 ; and I have from that time been ready to add only 1-32d. for telegraphic transfers to the price at which bills have been sold, but no such offers have been received.—I have, &c.

GEORGE HAMILTON.

APPENDIX BB.

AGRICULTURAL BANKS—THE EGYPTIAN SYSTEM.

Extract from "Egypt No. 1 (1901) Reports by H. M. Agent and Consul General on the Finances, Administration and Condition of Egypt and the Soudan in 1900.

INDEBTEDNESS OF THE FELLAHEEN.

In several previous Reports I have alluded to the steps which have of late years been taken to permit of the Egyptian fellaheen borrowing money on reasonable terms. The experiment appears to have excited a certain amount of interest outside Egypt. It has been discussed in the European press, and I have received inquiries as to the working of the Egyptian system from such opposite quarters as New Zealand and Bosnia.

At the risk of repeating much that I have said on former occasions, it may be desirable that I should explain the main features of the Egyptian scheme.

There are, broadly speaking, two methods of dealing with this problem which in spite of local differences, presents much the same features in all countries where a backward agricultural population is brought in contact with those modern principles on which the relations between debtor and creditor are based in all civilized countries.

The first is to protect the cultivator from the possible consequences of his own improvidence, ignorance, or carelessness by protective legislation, which is devised so that, in one form or another, his freedom of contract is curtailed.

The other is to dispense with all legislative measures of a protective character, and to seek for a solution by giving to the cultivators facilities for borrowing at reasonable rates and thus both affording an opportunity to those who are already embarrassed of shaking themselves free from the grip of the usurer, and at the same time providing a means to those who have so far escaped financial embarrassment of maintaining themselves in a position of solvency.

I need not here discuss the merits and demerits of these two methods. It will be sufficient for my present purposes if I state that the second has been adopted in Egypt in preference to the first method.

There is nothing novel in the principle. Land Banks have for a long time past existed in many countries. Such an institution, under the name of the "Crédit Foncier," was established some years ago at Cairo. I have explained in my previous Reports that this institution, though in

many respects of great utility, did not aid in the solution of the special problem now under discussion, the reason being that the minimum advance made by the "Crédit Foncier" was 100*l.*, a sum in excess of the loans usually contracted by the Egyptian peasantry.

It is in the detailed application of the principle that, so far as my knowledge of the subject enables me to judge, the Egyptian system possesses some novelty. I need hardly add that, in a matter of this sort, the details are of great importance.

Money may be advanced to the cultivators either by the Government or by a private bank.

The objections to purely Government action in Egypt are twofold. In the first place, the Government could not, without much incovenience, have provided the necessary capital. In the second place, the officials of the Government have not the time to go amongst the villagers and seek out those who are in want of loans. Even if they had the necessary time at their disposal, it is not altogether desirable that they should be employed on work of this sort. Further, they have no personal pecuniary interest in the matter. When it has been publicly notified that, on application to some Government authority at a certain time and place, small loans may be obtained on certain conditions, the Government officials, naturally enough, think that they have done all that is required of them. In Egypt a measure of this sort would not suffice to wean the cultivators from their long-established habits. They would continue to resort to the usurer and to borrow money at, perhaps, 40 per cent. although a notice might be posted in the village informing them that, by walking a few miles, they could, on certain conditions—which they would often fail to understand—borrow at 10 per cent. What was required was that some trustworthy agents should seek out clients, and explain to a large number individually the advantages of the plan offered for their acceptance. The Egyptian Government did, indeed, act as a pioneer in this matter. In 1896 it advanced a sum of £ E. 10,000, confining its operations to a small cluster of villages. But although the experiment proved successful in so far as the recovery of the money was concerned (see "Egypt No. 2 (1897)," p. 5), enough was learnt to show that if the scale of operations was to be extended resort must be made to private enterprise.

On the other hand, the employment of private enterprise is not without its special disadvantages. The main obstacle, which stood in the way of its employment in Egypt, was that no Bank possessed the administrative agency necessary to insure the punctual collection of the

interest and capital due on a very large number of petty loan operations. Neither, under the circumstances, could the agency have been created. It was clear at a glance that any attempt to create it would be so costly as to render it necessary to charge a very high rate of interest in order to cover the expenses and leave a fair margin of profit to the Bank. Thus, the main object of the scheme would have been frustrated.

Under these circumstances, an endeavour was made to devise a plan which would combine the advantages and obviate the disadvantages of the two systems. This was done in the following manner. The Bank incurs the whole financial responsibility of the undertaking. It takes all the profits, and bears all the losses. The Government has no direct pecuniary interest in the operations. The Bank, also, through its own agents, does all the work of lending. In every district in which operations are undertaken an agent is appointed, who receives a commission of 1 per cent. per annum on any loan that he may make. These agents are placed under the general supervision of one English inspector (Mr. Scott Dalgleish).* I wish to draw particular attention to this latter detail, as it is an essential part of the scheme. The success, which has unquestionably been attained, is mainly due to the fact that Mr. Scott Dalgleish constantly visits the villages where operations have been undertaken. He speaks Arabic well, and thoroughly understands the habits and customs of the people. He is thus able to control the local agents, both in the interests of the Bank and of the borrowers, and he is able to explain verbally to the latter the precise nature of the transactions in which they are engaging.

It is only when the stage of repayment is reached that the Government steps in. The tax-gatherers collect the money due to the Bank at the same time as the land tax. Thus the Bank is relieved of all the expenses of collection.

Money is advanced at the rate of 10 per cent., of which, as I have already mentioned, 1 per cent. goes to the local agents in the form of commission. Of the remaining 9 per cent., it is estimated that about 3 per cent. goes in covering the expenses of the Bank, thus leaving a net profit of 6 per cent., from which, however, bad debts have to be deducted.

Such is the plan. I have now to state the nature of the results which have been so far attained.

In 1899 operations were undertaken in only one district, that of Belbeis; 2,450 advances, amounting in all to £ E. 31,500, were made.

* Owing to the extension of the operations, a second English inspector has quite recently been appointed.

In 1900 the Bank extended its operations to ten districts. Quite recently a further extention has taken place. The whole of Lower Egypt is now comprised in the sphere of operations. In 1900, 9,500 advances, amounting in all to £ E. 137,781, were made. Of these, 6,213, amounting to an aggregate of £ E. 36,216, were loans repayable within the year. The remaining 3,287 advances, amounting in all to £ E. 101,565, were repayable in five years. In all the latter cases the loans were made to persons already indebted, their old debts, on which very high rates of interest were charged, being paid off by the Bank. The amount that fell due in 1900 was £ E. 28,122, due from no less than 5,035 borrowers. It is with very special pleasure that I am able to record that the whole of this sum was recovered.

The Bank is now prepared to advance money in small loans up to a maximum amount of £ E. 250,000. To go further than this will require an increase of capital. I trust that eventually the conditions of the money market will permit of the capital of the Bank being increased.

Sir Elwin Palmer, the Governor of the National Bank, who has taken a very special interest in this matter, writes to me as follows :—

"The experiment so far has undoubtedly been a success, and the relief afforded to some thousands of fellaheen must have been considerable. The fact that the Bank is prepared to advance small sums at a fair rate of interest has, in the districts where the Bank is working, caused a fall in the rate usually charged by money lenders, and the fellaheen have indirectly benefited in this way too. In one district, the largest money-lender left when the Bank began operations; in another, the Bank was regularly boycotted, and it was impossible to find an agent amongst the people of the district of any standing, they being nearly all money-lenders themselves. An outsider had, therefore, to be appointed; he had great difficulties at first, but the people of this district now begin to realize the advantages, and are dealing with the Bank."

I stated last year that I considered the scheme as an experiment. I am still of the same opinion. Some long time must, in fact, yet elapse before it can be considered as having passed out of the experimental stage. Manifestly, the main danger is that the cultivators, being once free from crushing debt, will use the margin of income they thus obtain to incur fresh debt. That some of them will adopt this procedure is highly probable. That the majority will fall into the same error is very far from being certain. Any opinion on this subject at present can be little more than a matter of conjecture. Lengthened experience alone

can show whether, now that the taxes are no longer arbitrary and capricious, and the rights of property are, in fact as well as in name, secured by law, the fellaheen of Egypt will abandon the habits of extravagance of which they have so often been accused, and develop national habits of thrift. I can only speak of my personal opinion, formed after long residence in this country. It is that, under favourable conditions for the exercise of economy, the Egyptian peasant will probably prove more thrifty than the English, though less so than the French member of a corresponding class of society. I am encouraged in this belief by the following remarks which have been addressed to me by Sir Elwin Palmer. "There is," he says, "nothing to indicate that the fellaheen, once relieved of their onerous debts to the money-lenders, are inclined to plunge again into debt beyond the debt to the Bank; indeed, the facility with which the recovery of the loans or instalments has been effected would seem to show that this is not the case."

However this may be, it is abundantly clear that the experiment, which is one of great interest and importance, is well worthy of a further and prolonged trial.

Before leaving this subject, I wish to make a few remarks, which may be interesting both because they are illustrative of the practices of the village usurers and because they may serve to explain the advantages of the conditions now offered to the villagers by the Bank.

I have occasionally heard it stated that 10 per cent. is too high a rate of interest to charge, as the fellaheen can often obtain loans at that rate from the local money-lenders.

I have already explained that, in order that these operations should be properly conducted, it is necessary to employ a somewhat expensive agency. I am convinced that there could be no greater mistake than to employ very cheap—and, therefore, untrustworthy—agents. I do not think that 6 per cent., including bad debts, can be held to be more than a reasonable profit for the Bank. Moreover, I greatly doubt whether the fellaheen would confirm the statement that they can, without the assistance of the Bank, obtain money at so low a rate as 10 per cent. Even the loans, which the small money-lenders make nominally at 10 per cent., generally involve paying in reality interest at a far higher rate, the reason being that, throughout the currency of the loan, full interest is charged on the total sum originally advanced. No allowance is made for a reduction of interest on account of the annual repayments of portions of the capital.

APPENDIX CC.

PROPOSAL TO INVEST THE BOMBAY MUNICIPAL CORPORATION WITH POWER TO RAISE TEMPORARY LOANS BY THE ISSUE OF FROM THREE TO TWELVE MONTHS BILLS.

No. 6325A.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
ACCOUNTS.
Loans, etc.

CALCUTTA, 17th December 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to address you in regard to a suggestion which has been made to the Government of India that the Bombay Municipal Corporation should be invested with power to raise temporary loans by the issue of bills having a currency of from three to twelve months.

2. This method of borrowing money for short periods without increasing the permanent debt is, as you are aware, frequently resorted to by the British Government, and Treasury Bills and India Bills are freely taken up in the London market. The London County Council also is empowered to raise money by means of bills for any purposes for which it is authorized to raise money by the creation and issue of stock. The Government of India, as at present advised, are inclined to think that the larger municipalities in India, or at least the municipalities in the Presidency towns, might, with advantage, be invested with powers of temporary borrowing similar to those enjoyed by the London County Council, but the Governor General in Council is doubtful whether bills issued by Indian municipalities would be likely to find favour with the market in this country. The proposal could not be given effect to without alteration of the existing law, and before undertaking legislation His Excellency in Council would like to feel assured that such legislation would prove of practical advantage.

3. I am, therefore, directed to solicit the advice of the Chamber of Commerce in the matter. What the Government wish to know is whether bills offered by the larger municipalities with a currency of from three to twelve months would be likely to be freely accepted in the Indian market, and whether such bills, for which payment could be demanded on maturity, could be issued on terms more favourable to the municipality than regular stock created and issued for a longer term.

4. The other leading Chambers of Commerce and the Directors of the Presidency Banks are being separately addressed, and I am to express a hope that your Chamber will consult the principal Joint Stock Banks connected with it, so that the Government may be put in possession of the views of all the chief representatives of the banking and mercantile community.—I have, &c.,

R. A. MANT, Under-Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 3rd February 1902.

The UNDER-SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 6325 A, dated 17th December last, regarding the suggestion made to the Government of India that the Bombay Municipal Corporation should be invested with power to raise temporary loans by the issue of Bills having a currency of from three to twelve months.

2. In reply to the specific questions stated in paragraph 3 of the said letter, I am to say that the Committee have consulted the representatives of the Exchange Banks in Bombay, and agree with them that the contemplated extension of the borrowing powers of Municipalities in India would not on the whole be beneficial. It is, in their opinion, probable that during the slack season, which lasts about one-third of the year, Bills issued by a first class Municipality, and whose currency did not extend beyond that season, would be taken to a moderate extent at a lower rate than Stock issued for a term of years. But the Committee have no hesitation in saying that at any other season of the year such short Bills would be taken only at rates greatly in excess of those under the present system, while it is extremely unlikely that a Municipality could place twelve-month Bills of the nature described at rates even as low as 4 per cent.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX DD.

DEFECTS IN THE CULTIVATION AND PACKING OF INDIAN COTTON.

No. 6485 of 1901.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 13th September 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with the letter from this Government, No. 4688, dated 21st June 1895, I am directed to forward an extract of a memorandum from the Oldham Chamber of Commerce, dated 19th April 1901, regarding the mixture of different qualities of cotton in packing for export and to request that you will be so good as to favour Government with any further remarks the Chamber may be inclined to make on the subject.—I have, &c.,

J. MEAD, Under-Secretary to Government.

The Oldham Chamber of Commerce is engaged in studying the question of the possibilities of increasing the supplies of the better classes of Cotton, and writes as follows with regard to India :—

"Can anything be done to increase the quantity and improve the quality of East Indian Cotton?

Great complaints are made of the careless way in which this class of cotton is packed, various qualities being mixed together. This ought to be remedied, as it is detrimental to both the buyer and the seller."

The Secretary writes further :—

"As explained to you at our interview last March, my Chamber is strongly of opinion that a better quality of East Indian Cotton could be profitably grown and would compete successfully with the American varieties." The subject is a very important one for the Lancashire trade, and any information that H. M. Government in India can furnish with regard to it will be much appreciated.

BOMBAY CHAMBER OF COMMERCE, 17th October, 1901.

The UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 6485, dated 13th September last, covering an extract from a Memorandum of the Oldham Chamber of Commerce regarding the mixture of different kinds of cotton in bales shipped from this country and the possibility of improving the Indian staple. My Committee have given the matter their careful consideration and have consulted the Board of the Bombay Cotton Trade Asociation on the subjects referred to; but they can find no reason to depart from the opinion arrived at on the previous occasions when the question has been before them, namely that the evils complained of are not such as any practicable measures on the part of Government would be likely to remedy.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX EE.

PROPOSED ESTABLISHEMENT OF EXPERIMENTAL COTTON SEED MILLS.

No. 2407 of 1901.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 12th April 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of Government Resolution No. 2324, dated 10th April 1901, regarding the question of giving encouragement to the establishment of experimental cotton seed mills by private owners of ginning factories, and to request that you will be so good as to favour Government with the opinion of the Chamber on the suggestion made in paragraph 3 of the Despatch from the Secretary of State for India N. 6 (Revenue), dated 18th January 1901.—I have, &c.,

N. CADELL,
Under Secretary to Government.

No. 2324.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 10th April 1901.

Letter from the GOVERNMENT of INDIA, Department of Revenue and Agriculture, No. 517—24-2, dated 20th February 1901 :—

"I am directed to forward a copy of a Despatch* from His Majesty's Secretary of State for India, enclosing an extract from the 'Board of Trade Journal,' dated 20th December 1900, on the American cotton seed industry; and to request that the Government of India may be favoured with the opinion of His Excellency the Governor on the suggestion made in paragraph 3 of the Despatch."

* No. 6 (Revenue), dated 18th January 1901.

No. 6 (Revenue), dated, India Office, London, the 18th January 1901.

From Her Majesty's SECRETARY of STATE for India, to the GOVERNMENT of INDIA.

I enclose, for the information of Your Excellency's Government, copy of an article in a recent issue of the "Board of Trade Journal," regarding the cotton seed mills, and the importance of this industry, in America.

2. From Egypt considerable quantities of cotton seed are exported to Western Europe. Perhaps the commodity could hardly bear the cost of freight from Bombay to Europe. But it seems worthy of consideration whether mills for treating cotton seed might not be made adjuncts to some of the ginning factories that have been established at so many places in the cotton districts of India.

3. It is possible that your Government may think fit to encourage or promote the establishment of a few experimental cotton seed mills by private owners of ginning factories in the cotton districts.

Extract from "Board of Trade Journal" of 20th December 1900.

The American Cotton Seed Industry.

The following article on the cotton seed industry of the United States is based on an extract from the "Galvestan News" of the 18th ultimo, sent to the Foreign Office by Her Majesty's Consul at Galveston.

There is probably no great industry in America about which so little is known by the general public as that of cotton seed. Twenty years ago cotton seed was thrown away. To-day, although the business is but in its infancy, there are more than 500 mills in the south that represent an investment of probably £5,000,000, while the value of the products of these mills is in excess of £10,000,000 per year.

In olden times cotton planters looked upon the surplus seed as one of the burdens they could not escape. They burned the stuff, used it to fill low spots in the field, paid to have it hauled away and were glad to get rid of it. There is a tradition that the Legislature of Texas passed a law making it a penal offence to dump cotton seed in streams. However that may be, the law is now a dead letter, for farmers are not addicted to the habit in these days.

To-day the cotton oil mills of Texas are paying from 12 dollars to 14 dollars per ton for cotton seed. That would mean 6 dollars to 7 dollars per bale of cotton if all the seed were sold. To make one bale of 500 pounds of cotton the pickers gather 1,500 to 1,600 pounds of lint and seed, the seed weighing twice as much as the lint which adheres to it. A small portion is retained for planting, some is kept for stock feeding, a considerable quantity is wasted. The authorities say that not one-half the seed is sent to the mills to be crushed.

Mills in operation.—A census of the cotton oil mills of America would probably show between 500 and 600 in operation and a large number in course of erection. From one of the most complete lists obtainable, the division of mills in operation is given as follows :—Texas, 130 ; Oklahoma, 7 ; Indian Territory, 9 ; Arkansas, 25 ; Alabama, 40 ; Georgia, 68 ; Louisiana, 33 ; Mississippi, 65 ; North Carolina, 32 ; South Carolina, 66 ; Tennessee, 25 ; Florida, 3 ; and Virginia, 1. This makes a total of 504.

The American Cotton Oil Company controls the largest number of mills in the south. It operates in the separate States under distinct names. In Texas it is officially known as the National Cotton Oil Company, in Louisiana it is the Union Oil Company, in Mississippi it is the Mississippi Cotton Oil Company, in Arkansas it is the Arkansas Cotton Oil Company, and in South Carolina and North Carolina it takes the name of the State to start its official style. In Texas the American Cotton Oil Company operates six mills, one at Houston, one at Seguin, one at Denison, one at Texarkana, one at Waco and one at Hearne.

Next to the American Cotton Oil Company in point of operation comes the Southern Oil Company. The head-quarters of this corporation is at Philadelphia. Its system seems to be to divide its mills in sets of two and have each set under one management. The Houston and New Orleans mills are under one management ; so are the mills of Savannah and Atlanta ; so are the mills of Littlerock and Newport, Arkansas. This company, in addition to the plants named, owns mills at Memphis, Montgomery and various other places in the cotton belt.

All the great packing house people are largely interested in cotton seed mills and use great quantities of the oil in the making of compound lard and the many substitutes for butter. Their business in cotton seed products, however, does not compare with that of England and Germany, which countries are the largest customers of the mills. The exporting of cotton seed oil and cake is now only second in importance to cotton itself at most of the southern ports, and an immense business is being developed. France and Italy are purchasers of cotton seed oils.

The French industry in the making of oils from the crushing of the African and East Indian ground-nut has seriously fallen off, cotton seed oil having supplanted the ground-nut oil, and shiploads of partially refined oils go each season from Galveston and New Orleans to Marseilles to be again refined and perfected by the process so well known to the

French manufacturers. To Genoa a considerable quantity of cotton seed oil goes each year, which comes back, it is alleged, as pure olive oil.

Texas makes more out of cotton seed than the other States. In the South Atlantic States, where the soil has been worn out by excessive cultivation, the meal is used in large quantities as a fertilizer. In Texas there has been no necessity for reinforcing the soil, so the entire cotton seed product is put upon the market.

Statistics in regard to the export of cotton seed products are not complete. Through the port of Galveston in the season of 1897-98 (the commerical year for cotton is from 1st September to 31st August) there were exported 212,596 tons of cotton seed oil-cake and meal. In the season of 1898-99 these exports reached 248,702 tons. In the season of 1899-1900 the total was 187,326 tons.

The cotton crop of 1899-1900 was very short. That is the explanation of the falling off in shipments. In the shipments of cotton seed oil the season of 1899-1900 was the largest on record, despite the short crop. One firm of shipbrokers dealt with more than 30,000 barrels, mostly consigned to Rotterdam.

The oil is the most valuable product of the crushed seed. The average of the Texas mills is 35 to 40 gallons (7½ pounds to the gallon) per ton of seed crushed. But if the oil is valuable, so is every particle of the residue, the pulp making the meal and cake, useful for cattle food and fertilizer, the hulls good either for fuel or for coarse fodder, the ashes of hulks maknig a very rich phosphoric acid and potash fertilizer, and the refined oil being excellent for soaps.

The cotton oil is purely vegetable, and enters in the manufacture of innumerable products from butter to candles, and from dyes to paints and general oils.

RESOLUTION.—Copies of the letter from the Government of India and its accompaniments should be forwarded to the Commissioner in Sind, the Commissioners, N., C. and S. Divisions, the Director of Land Records and Agriculture and Inspector-General of Registration, the Commissioner of Customs, Salt, Opium and Abkari, the Collector of Land Revenue, Customs and Opium, Bombay, and the Chambers of Commerce, Bombay and Karachi, for favour of their opinion on the suggestion made in paragraph 3 of the Despatch from the Secretary of State for India, No. 6 (Revenue), dated 18th January 1901.

P. R. CADELL, Under-Secy. to Govt.

BOMBAY CHAMBER OF COMMERCE, 6th May 1901.

The UNDER-SECRETARY to GOVT. Revenue Department, Bombay.

SIR,—Under instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 2407, dated 12th April, together with copy of Government Resolution No. 2324 on the subject of possible Govermental encouragement of experimental cotton seed mills in India.

The matter has had the full consideration of the Committee, and I am now directed to say that the members as at present advised believe that there are two peculianties of Indian cotton seed which have hitherto prevented the successful extraction of oil from it. The first of these is the dryness of the seed and the relatively small percentage of oil it contains. In this connection it should be pointed out that the Board of Trade Journal in its article upon the American cotton seed industry does not say whether the 13 % oil extracted in the Texas mills is crude or refined oil, and it is therefore, impossible to make any actual comparisions. Indian Cotton seed will probably yield about 13 % crude oil, but of this some 30 % might be lost in refining.

Some estimate of the relative values of Indian and Egyptian cotton seeds may, however, be deduced from the fact that their respective prices are as follows :—

Egyptian	...	...	... £ 6-15-0
East Indian	...	...	... „ 3-16-0

The second difficulty in dealing with Indian Cotton Seed is that of removing all the lint or fluff from the seed in such a way as to make a fair yield of oil obtainable. It is not known that there has been invented any machinery that will remove all lint profitably. But I am to say that if Government know of any such machinery and is prepared to introduce it, the Committee will be glad to name a Company that is prepared to erect that machinery and work it experientally on Government account at any of their up-country factories which are situated in Broach, Berars, Khandeish, Central Provinces and the Punjub.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX FF.

COTTON STATISTICS.

Weekly Quotations of M. G. Broach Cotton (per Candy of 784 lbs.).

Week ending.		Crop.	Class.	Price.	Week ending.		Crop.	Class.	Price.
1872.				Rs.	1872.				Rs.
February	17	1871-72.	Good selections	280 to 283	June	6	1871-72.	Good selections	270 to 285
,,	24	,,	,,	290 to 294	,,	13	,,	,,	275 to 280
					,,	20	,,	,,	275 to 280
March	2	,,	,,	285 to 288	,,	27	,,	,,	270 to 275
,,	9	,,	,,	288 to 290					
,,	16	,,	,,	288 to 291	July	4	,,	,,	250 to 260
,,	23	,,	,,	288 to 292	,,	11	,,	,,	250 Nominal
					,,	18	,,	,,	250 to 260 ,,
April	2	,,	,,	288 to 292	,,	25	,,	,,	230 to 240 ,,
,,	6	,,	,,	290 to 292					
,,	13	,,	,,	290 to 292	August	1	,,	,,	225 to 230 ,,
,,	20	,,	,,	291 to 293	,,	8	,,	,,	225 to 230 ,,
,,	27	,,	,,	290 to 292	,,	15	,,	,,	235 to 240 ,,
					,,	22	,,	.....	235 to 240 Noml.
May	4	,,	,,	288 to 292	,,	29	,,	.....	220 to 225 ,,
,,	11	,,	,,	275 to 288					
,,	18	,,	,,	280 to 285	September	5	,,	.....	210 to 220 ,,
,,	27	,,	,,	275 to 285	,,	12	,,	.....	220 to 225 ,,
,,	30	,,	,,	275 to 285	,,	19	,,	.....	210 to 225 ,,

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1872.			Rs.	1873.			Rs.
September 28	1871-72.		205 to 215 „	February 8	1872-73.	New.	270 to 271
				„ 15	„	„	256 to 258
October 5	„	.....	210 to 215 „	„ 22	„	„	254 to 256
„ 14	„	.....	None.				
„ 19	„	.....	„	March 1	„	„	248 to 250
„ 26	„	.....	„	„ 8	„	„	254 to 256
				„ 17	„	„	247 to 249
November 4	„	.....	„	„ 22	„	Good Fair.	243 to 244
„ 9	„	.....	190 to 200 Noml.	„ 29	„	„	246 to 248
„ 18	„	.....	190 to 205 „				
„ 23	„	.....	None.	April 5	„	„	245 to 246
„ 30	„	.....	„	„ 14	„	„	240 to 244
				„ 19	„	„	235 to 240
December 7	„	.....	„	„ 26	„	„	235 to 240
„ 14	„	.....	„				
„ 21	„	.....	„	May 3	„	„	230 to 235
„ 28	„	.....	„	„ 10	„	„	220 to 225
				„ 17	„	„	228 to 230
1873.				„ 26	„	„	225 to 230
				„ 29	„	„	226 to 227
January 4	„	.....	„				
„ 11	„	.....	„				
„ 18	„	.....	„	June 5	„	„	218 to 225
„ 25	„	.....	„	„ 12	„	„	218 to 225
				„ 19	„	„	218 to 228
February 1	„	.....	„	„ 26	„	„	210 to 220

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.
1873.			Rs.
July 3	1872-73.	Good Fair.	210 to 215 N.L.
„ 10	„	.....	205 to 212
„ 17	„	.....	203 to 208
„ 24	„	.....	205 to 210
„ 31	„	.....	205 to 215
August 7	„	.....	205 to 210
„ 14	„	.....	205 to 210
„ 21	„	.....	195 to 205
„ 28	„	.....	202 to 208
September 4	„	.....	200 to 205
„ 11	„	.....	198 to 208 N. L.
„ 18	„	.....	200 to 210
„ 25	„	.....	198 to 208
October 4	„	.....	200 to 204 N. L.
„ 11	„	.....	200 to 206
„ 18	„	.....	200 to 205
„ 25	„	.....	200 to 205
November 1	„	.....	195 to 202
„ 8	„	.....	195 to 200 N. L.
„ 15	„	.....	190 to 195 „
„ 22	„	.....	185 to 195 „
„ 29	„	.....	195 to 200 „
December 6	1872-73.	.....	None.
„ 13	„	.....	„
„ 20	„	.....	„
„ 27	„	.....	„
1874.			
January 3	„	.....	„
„ 10	„	.....	„
„ 17	„	.....	„
„ 24	1873-74.	New.	200 to 202
„ 31	„	„	180 to 183
February 7	„	„	184 to 185
„ 14	„	„	190 to 195
„ 21	„	„	190 to 194
„ 28	„	„	187 to 188
March 7	„	„	188 to 190
„ 14	„	„	190 to 192
„ 21	„	„	192 to 194
„ 28	„	„	192 to 194
April 6	„	„	193 to 194
„ 11	„	„	190 to 192
„ 18	„	„	193 to 194

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1874.			Rs.	1874.			Rs.
April 25	1873-74.	New.	195 to 196	September 17	1873-74.	New.	197 to 200
				„ 24	„	„	194 to 197
May 2	„	„	200 to 202				
„ 9	„	„	201 to 203	October 3	„	„	196 to 197
„ 16	„	„	208 to 212	„ 10	„	„	195 to 197
„ 25	„	„	207 to 210	„ 17	„	„	195 to 198
„ 28	„	„	205 to 208	„ 24	„	„	191 to 195 N. L.
				„ 31	„	„	188 to 190
June 4	„	„	204 to 205				
„ 11	„	„	203 to 206	November 7	„	„	185 to 190
„ 18	„	„	200 to 203	„ 14	„	„	188 Nominal.
„ 25	„	„	198 to 202	„ 21	„	„	185 to 188 „
				„ 28	„	„	180 to 185 „
July 2	„	„	194 to 198				
„ 9	„	„	194 to 196	December 5	„	„	Nominal.
„ 16	„	„	192 to 195	„ 12	„	„	„
„ 23	„	„	190 to 198	„ 21	„	„	„
„ 30	„	„	192 to 200	„ 26	„	„	„
August 6	„	„	195 to 200	1875.			
„ 13	„	„	198 to 202				
„ 20	„	„	200 to 202	January 2	1874-75.	„	210 to 214
„ 28	„	„	198 to 200	„ 9	„	„	210 to 214
				„ 16	„	„	214 to 218
September 3	„	„	197 to 200	„ 23	„	„	220 to 225
„ 10	„	„	196 to 198	„ 30	„	„	215 to 223

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1875.			Rs.	1875.			Rs.
February 6	1874-75.	New H. P.	221 to 227	July 1	1874-75.	New H. P.	205 to 210
„ 13	„	„ „	223 to 225	„ 8	„	„ „	200 to 208
„ 20	„	„ H. P.	222 to 225	„ 15	„	„ „	200 to 203
„ 27	„	„ „	228 to 230				Nominal.
				„ 22	„	„ „	196 to 200
March 6	„	„ „	230 to 232	„ 29	„	„ „ G. F.	196 to 200
„ 13	„	„ „	232 to 233				
„ 19	„	„ „	230 to 233	August 5	„	„ „ „	198 to 200
„ 25	„	„ „	234 to 240	„ 13	„	„ „ „	195 to 198
				„ 19	„	New H. P.	193 to 198
April 3	„	„ „	232 to 234	„ 26	„	New H.P. G.F	195 to 200
„ 10	„	„ „	235 to 237				
„ 17	„	„ „	228 to 232	September 2	„	„ „ „	194 to 200
„ 24	„	„ „	223 to 228	„ 9	„	„ „ „	194 to 198
				„ 16	„	„ „ „	190 to 198
May 1	„	„ „	220 to 225	„ 23	„	„ „ „	190 to 198
„ 8	„	„ „	215 to 222				
„ 15	„	„ „	215 to 222	October 2	„	„ „ „	190 to 196
„ 22	„	„ „	215 to 220	„ 8	„	„ „ „	190 to 197
„ 27	„	„ „	215 to 220	„ 16	„	„ „ „	190 to 195
				„ 23	„	„ „ „	192 to 195
June 3	„	„ „	210 to 217				
„ 10	„	„ „	208 to 215				
„ 17	„	„ „	210 to 215	November 1	„	„ „ „	195
„ 24	„	„ „	205 to 214	„ 6	.....	.....	None.

COTTON STATISTICS—(continued,)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1875.			Rs.	1876.			Rs.
Noverber 15	1874-75.	.....	None.	April 1	1875-76.	H. P.	194 to 196
„ 20	„	.....	„	„ 8	„	„	190 to 196
„ 27	„	.....	„	„ 17	„	„	188 to 192
				„ 22	„	„	Nominal.
December 4	„	.....	„	„ 29	„	„	„
„ 11	„	.....	„				
„ 18	1874-75.	F. G. to G. F.	175 to 180	May 6	„	„	170 to 180
„ 23	„	„	175 to 180	„ 13	„	„	170 to 178
„ 29	„	„	175 to 180	„ 20	„	„	165 to 178
				„ 29	1875-76 New.	„	166
1876.							
				June 1	„	„	150 to 175
January 8	„	.....	None.	„ 8	„	„	155 to 167
„ 15	„	.....	„	„ 15	„	F. P. F. G. F.	165 to 180
„ 22	1875-76.	F. P., F. G. F.	218	„ 22	„	„	150 to 177
„ 26	„	„	208 to 212	„ 29	„	H. P.	160 to 170
February 5	„	„	200 to 206	July 6	„	„	160 to 170
„ 12	„	H. P., F. G. F.	196 to 200	„ 13	„	„	155 to 170
„ 19	„	F. P., F. G. F.	195 to 200	„ 20	„	„	150 to 170
„ 26	„	„	188 to 192	„ 27	„	„	150 to 170
March 4	„	„	198 to 205	August 3	„	„	155 to 170
„ 13	„	„	198 to 203	„ 10	„	„	160 to 173
„ 18	„	F. P.	198 to 200	„ 17	„	„	160 to 175
„ 25	„	H. P.	208 to 210	„ 24	„	„	160 to 172
				„ 31	„	„	160 to 175

Cotton Statistics—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1876.			Rs.	1877.			Rs.
September 7	1875-76 New.	H. P.	160 to 180	January 6	1875-76 old	F. P.	185 to 190
„ 14	„	„	167 to 180		1876-77 new	„	220 to 222
„ 21	„	„	170 to 180	„ 13	1875 76 old	„	190
„ 28	„	„	170 to 180		1876 77 new	„	220 to 221 March
October 7	„	„	165 to 175	„ 20	1876-77	Good.	216 to 227 „
„ 14	„	„	165 to 175	„ 27	„	Good F. P.	220 to 228
„ 21	„	„	170 to 175	February 3	„	„ „	214 to 220 Feb. Mar.
„ 28	„	„	170 to 175	„ 10	„	„ „	210 to 214
November 4	„	„	180 to 187	„ 17	„	„ „	205 to 210
„ 11	„	„	185 to 195	„ 24	„	„ „	203 to 207
„ 18	Old	„	185	March 3	„	„ „	204 to 210
„ 25	Old 1875-76	F. P.	180 to 185	„ 10	„	„ „	198 to 203
	New 1876-77	„	210 to 215	„ 17	„	„ „	198 to 200
December 2	Old 1875-76	„	175 to 185 N. L.	„ 24	„	„ „	194 to 200
	New 1876-77	„	213 to 217	April 2	„	„ „	198 to 200
„ 9	Old 1875-76	„	175 to 189	„ 7	„	„	202 to 203
	New 1876-77	„	215 to 220	„ 14	„	„	195 to 198
„ 16	1875-76 old	„	180 to 188 N. L.	„ 21	„	„ F. P.	197 to 200
	1876-77 new	„	215 to 216	„ 28	„	F. G. F. „	190 to 195
„ 23	1875-76 old	„	185 to 190 N. L.	May 5	„	„ „	192 to 195
	1876-77 new	„	214 to 220 March	„ 12	„	„ „	190 to 193
„ 30	1875-76 old	„	185 to 190	„ 19	„	„ „	177 to 192
	1876-77 new	„	215 to 216				

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1877.			Rs.	1877.			Rs.
May 26	1876-77.	F. G. F., F. P.	185 to 192	October 6	1876-77.	New F. G. F., F. P.	205 to 208
„ 31	„	„ „	187 to 193	„ 13	1877-78.	„	218 to 220 Feb. Mar.
June 7	„	„ „	193 to 195	„ 20	„	„	217 to 220 „
„ 14	„	„ „	193 to 200	„ 27	„	„	215 to 220 „
„ 21	„	„ „	196 to 200				
„ 28	„	„ „	195 to 202	November 3		„	212 to 216 „
				„ 10	„	„	208 to 214 „
July 5	„	New F. G. F., F. P.	196 to 202	„ 17	„	„	210 to 212 Jan., Feb. Mar.
„ 12	„	„	198 to 203	„ 24	„	„	211 to 214 Jan.
„ 19	„	„	200 to 203				
„ 26	„	„	202 to 205	December 1		„	213 to 218 Jan. Feb.
				„ 8	„	„	218 to 220 „
				„ 15	„	„	217 to 218 Jan. Feb. Mar.
August 2	„	„	201 to 204				
„ 9	„	„	200 to 202	„ 22	„	„	210 to 212 ready and Feb.
„ 16	„	„	200 to 203				
„ 24	„	„	200 to 203	„ 29	„	„	205 to 208 Jan. Feb.
„ 30	„	„	200 to 203				
				1878.			
September 6	„	„	200 to 205	January 5	„	„	207 to 211
„ 13	„	„	200 to 204	„ 12	„	„	207
„ 21	„	„	202 to 205	„ 19	„	F. G. F., F. P.	209 to 210
„ 29	„	„	202 to 205	„ 26	„	„	205 to 207

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1878.			Rs.	1878.			Rs.
February 2	1877-78.	F.G.F., F.P.	204 to 208	July 4	1877-78.	F.G.F., F.P.	195 to 202
„ 9	„	„	204 to 205	„ 11	„	„	200 to 202
„ 10	„	„	195 to 200	„ 18	„	„	200 to 212
„ 23	„	„	202 to 203	„ 25	„	„	202 to 205
March 2	„	„	199 to 204	August 1	„	„	204 to 210
„ 9	„	„	202 to 204	„ 8	„	„	204 to 210
„ 16	„	„	202 to 206	„ 15	„	„	205 to 208
„ 23	„	„	202 to 207	„ 22	„	„	205 to 210
„ 30	„	„	198 to 202	„ 29	„	„	205 to 210
				September 5	„	„	203 to 206
April 6	„	„	200 to 206	„ 12	„	„	203 to 206
„ 13	„	„	198 to 203	„ 19	„	„	204 to 207
„ 20	„	„	195 to 200	„ 26	„	„	204 to 207 N. L.
„ 27	„	„	190 to 198				
				October 7	„	„	204 to 206
May 4	„	„	192 to 196	„ 12	„	„	200 to 203
„ 11	„	„	195 to 198	„ 19	„	„	198 to 200
„ 18	„	„	195 to 198	„ 26	„	„	192 to 199
„ 27	„	„	198 to 204				
				November 2	„	„	189 to 195
June 6	„	„	204 to 207	„ 9	„	„	185 to 188
„ 13	„	„	203 to 206	„ 16	„	„	182 to 185
„ 20	„	„	203 to 205	„ 23	„	„	180 to 190
„ 27	„	„	198 to 203	„ 30	„	„	180 to 190

Cotton Statistics—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1878.			Rs.	1879.			Rs.
December 7	1877-78.	F.G.F., F.P.	175 to 180	May 3	1878-79.	Good.	252 to 258 May
„ 14	„	„	172 to 180	„ 10	„	„	261 to 265 „
„ 21	„	„	172 to 180	„ 17	„	„	272 to 275 „
„ 28	„	„	172 to 180	„ 26	„	„	260 to 263
				„ 29	„	„	250 to 260
1879.							
January 4	„	„	172 to 185	June 5	„	„	255 to 262
„ 11	„	„	172 to 180	„ 12	„	„	248 to 255
„ 18	„	„	172 to 175	„ 19	„	„	240 to 243
„ 25	„	„	172 to 174	„ 26	„	„	240 to 245
February 1	„	„	.....	July 3	„	„	235 to 243
„ 8	„	„	.....	„ 10	„	„	235
„ 15	1878-79.	„	203 to 204 March.	„ 17	„	„	230 to 235
„ 22	„	„	203 to 204 Mar. A. 1	„ 24	„	„	230
				„ 31	„	„	228 to 230
March 1	„	„	204 to 206 March				
„ 8	„	„	202 to 206 „	August 7	„	„	220 to 230
„ 15	„	„	203 to 206 „	„ 15	„	„	220 to 225
„ 22	„	„	212 to 216	„ 22	„	„	220 to 222
„ 29	„	„	214 to 216	„ 28	„	„	225 to 230
April 5	„	„	222 to 228	September 4	„	„	225 to 227
„ 12	„	„	220 to 235	„ 11	„	„	228 to 230
„ 19	„	„	238 to 244	„ 18	„	Good, F. P.	228 to 230
„ 26	„	Good	220 to 243 April	„ 25	„	„	222 to 235

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.
1879.			Rs.
October 4	1878-79.	Good F, P.	222 to 230
„ 11	„	„	195 209 Nominal.
„ 18	„	„	.....
„ 25	1879-80.	„	220 to 222 March
November 1	„	„	220 „
„ 8	„	„	220 „
„ 15	„	„	227 „
„ 22	„	„	226 to 227 „
„ 29	„	„	235 to 237 Feb. Mar.
December 6	„	„	245 to 255 March
„ 13	„	„	243 to 248 „
„ 20	„	„	238 to 240 „
1880.			
January 3	„	„	240 to 242 „
„ 10	„	„	246 to 248 „
„ 16	„	„	250 to 257 Feb. Mar.
„ 23	„	„	246 to 252 „ „
„ 30	„	„	247 to 260
February 6	„	„	256 to 260
„ 13	„	„	262 to 267 Feb. Mar. & April.

Week ending.	Crop.	Class.	Price.
1880.			Rs.
February 20	1879-80.	Good F. P.	257 to 260 Feb. Mar. and April.
„ 27	„	„	253 to 256
March 5	„	„	253 to 256
„ 12	„	„	250 to 252
„ 19	„	„	242 to 244
„ 26	„	„	243 to 246
April 2	„	„	239 to 241
„ 9	„	„	240 to 245
„ 16	„	„	241 to 241½
„ 23	„	„	236 to 238
„ 30	„	„	225 to 230
May 7	„	„	226 to 228
„ 14	„	„	224 to 227
„ 21	„	„	238 to 240
„ 28	„	„	227 to 230
June 4	„	„	226 to 238
„ 11	„	„	238 to 245
„ 18	„	„	235 to 240
„ 25	„	„	230 to 232
July 2	„	„	230 to 236
„ 9	„	„	230 to 232

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.
1880.			Rs.
July 16	1879-80.	Good F. P.	230 to 231
,, 23	,,	,,	225 to 227
,, 30	,,	,,	225 to 230
August 6	,,	,,	225 to 230
,, 13	,,	,,	225 to 230
,, 20	,,	,,	230
,, 27	,,	,,	225 to 230
September 3	,,	,,	225 to 230
,, 10	,,	,,	220 to 222
,, 15	,,	,,	220 to 230
,, 24	,,	,,	220 to 222
October 1	,,	,,	220
,, 8	,,	,,	220 to 221
,, 15	,,	,,	Nil.
,, 22	,,	,,	220 to 221
,, 29	,,	,,	220 to 222
November 5	,,	,,	No quotation.
,, 12	,,	,,	,,
,, 19	,,	,,	,,
,, 26	,,	,,	,,
December 3	1879-80.	Good F. P.	No quotation.
,, 10	,,	,,	,,
,, 17	,,	,,	,,
,, 24	,,	,,	,,
,, 31	,,	,,	,,
1881.			
January 7	New 1880-81	Good F. P.	242 to 46 March.
,, 14	,,	,,	239 to 42 ,,
,, 21	,,	,,	239 to 40 ,,
,, 28	,,	,,	230 to 38 Feb. Mar. April.
February 4	,,	,,	231 to 35 do.
,, 9	,,	,,	231 Rdy.
,, 16	,,	,,	231 to 33 ,,
,, 23	,,	,,	229 to 30 ,,
March 2	,,	,,	228 to 30 ,,
,, 9	,,	,,	221 ,,
,, 16	,,	,,	221 ,,
,, 23	,,	,,	225 to 26 ,,
,, 30	,,	,,	219 ,,
April 6	,,	,,	222 to 25 ,,
,, 13	,,	,,	217 to 19 ,,

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.
1881.			Rs.
April 20	New 1880-81	Good F. P.	210 to 12 Rdy.
„ 27	„	„	200 to 208 „
May 4	„	„	193 to 200 „
„ 11	„	„	190 to 198 „
„ 18	„	„	193 to 195 „
„ 25	„	„	193 to 195 „
„ 30	„	„	190 to 198 „
June 6	„	„	192 „
„ 13	„	„	185 to 193 „
„ 20	„	„	192 „
„ 27	„	„	190 „
July 4	„	„	189-190 „
„ 11	„	„	185 „
„ 18	„	„	185 to 188 „
„ 25	„	„	Nil.
August 1	„	„	190 Rdy.
„ 8	„	„	Nil.
„ 15	„	„	„
„ 22	„	„	„
„ 29	„	„	„

Week ending.	Crop.	Class.	Price.
1881.			Rs.
September 5	New 1880-81.	Good F. P.	180 to 185 Rdy.
„ 12	„	„	Nil.
„ 20	„	„	188 to 196 Rdy.
„ 28	„	„	192 to 205 „
October 5	„	„	195 to 205 „
„ 12	„	„	195 „
„ 19	„	„	Nil.
„ 26	„	„	195 to 206 Rdy.
November 2	„	„	195 to 205 „
„ 9	„	„	195 to 205 „
„ 16	„	„	195 „
„ 23	„	„	195 to 196 „
„ 30	„	„	Nil.
December 7	„	„	„
„ 14	„	„	225 March.
„ 21	„	„	230 to 231 „
„ 28	„	„	227 to 228 „
1882.			
January 4	.....	Good.	224 to 226 March
„ 11	.....	„	229 „
„ 18	.....	„	227 „
„ 25	.....	„	224 to 226 „

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1882.			Rs.	1882.			Rs.
February 1	.....	Good.	225 March.	July 3	.....	Good.	None.
„ 8	.....	„	226 „	„ 10	.....	„	„
„ 15	.....	„	225 Rdy.	„ 17	.....	„	„
„ 22	.....	„	226 „	„ 24	.....	„	„
				„ 31	.....	„	„
March 1	.....	„	225 „				
„ 9	.....	„	230 „	August 7	.....	„	„
„ 16	.....	„	231 „	„ 14	.....	„	„
„ 23	.....	„	232 „	„ 21	.....	„	„
„ 30	.....	„	226 „	„ 26	.....	„	„
April 6	.....	„	228 „	September 4	.....	„	„
„ 13	.....	„	228 „	„ 11	.....	„	„
„ 20	.....	„	230 „	„ 15	.....	„	„
„ 27	.....	„	228 „	„ 28	.....	„	223 to 227 New Nl.
May 4	.....	„	223 to 226 „	October 5	.....	„	222 to 223 Feb. March New.
„ 11	.....	„	225 „				
„ 18	.....	„	230 „	„ 12	.....	„	226 March.
„ 25	.....	„	228 to 230 „	„ 19	.....	„	222 Feb. „
„ 29	.....	„	None.	„ 26	.....	„	219 to 20 „ „
June 5	.....	„	Nominal.	November 2	.....	„	219 „
„ 12	.....	„	None.	„ 9	.....	„	214 „
„ 19	.....	„	do.	„ 16	.....	„	215 Feb. „
„ 26	.....	„	do.	„ 23	.....	„	217 to 19 „
				„ 30	.....	„	214 to 15 „

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1882.			Rs.	1883.			Rs.
December 7	.....	Good.	213 Feb.	May 3	.....	Good.	194 to 196 Ready
„ 14	.....	„	216 Feb. Mar.	„ 10	.....	„	198 to 200 „
„ 21	.....	„	214 „	„ 17	.....	„	196 to 200 „
„ 28	.....	„	210 Feb.	„ 24	.....	„	196 „
				„ 28	.....	„	196 „
1883.							
January 4	.....	„	208 Rdy.	June 4	.....	„	196 „
„ 11	.....	„	205-6 Feb. Mar.	„ 11	.....	„	190 to 96 „
„ 18	.....	„	200 „ „	„ 18	.....	„	.....
„ 25	.....	„	200 April	„ 25	.....	„	190 Rdy.
February 1	.....	„	200 March	July 2	.....	„	186 „
„ 8	.....	„	202 to 203 Rdy.	„ 9	.....	„	.....
„ 15	.....	„	200 „	„ 16	.....	„	.....
„ 22	.....	„	195 to 198 „	„ 23	.....	„	.....
				„ 30	.....	„	.....
March 1	.....	„	190 to 191 „				
„ 8	.....	„	192 „	August 6	.....	„	.....
„ 15	.....	„	195 „	„ 13	.....	„	.....
„ 22	.....	„	194 to 195 „	„ 21	.....	„	.....
„ 29	.....	„	193 to 195 „	„ 27	New crop.	„	201 to 2 March.
April 5	.....	„	190 „	September 3	„	„	203 „
„ 12	.....	„	193 to 195 „	„ 10	„	„	206 „
„ 19	.....	„	198 to 199 „	„ 17	„	„	Nominal.
„ 26	.....	„	194 to 200 „	„ 27	„	„	210 March.

Cotton Statistics—(continued.)

Week ending.	Crop.	Class.	Price.
1883.			Rs.
October 4	New crop.	Good.	213 March.
„ 12	„	„	217 „
„ 18	„	„	212 „
„ 25	„	„	215 „
November 1	„	„	215 „
„ 8	„	„	210 to 212 „
„ 25	„	„	208 to 210 „
„ 23	„	„	214 „
„ 29	„	„	214 „
December 6	„	„	212 „
„ 13	„	„	210 „
„ 20	„	„	207 „
„ 27	„	„	209 to 210 „
1884.			
January 3	New crop.	„	212 to 14 March.
„ 10	„	„	215 „
„ 17	„	„	215 Feb.-March.
„ 24	„	„	213 to 14 „
„ 31	„	„	215 to 17 „
February 7	„	„	215 to 16 „
„ 14	„	„	213 „

Week ending.	Crop.	Class.	Price.
1884.			Rs.
February 21	New crop.	Good.	213 to 215 Feb. Mar.
„ 28	„	„	217 to 220 „
March 6	„	„	215 to 118 Mar. Apl.
„ 13	„	„	217 „
„ 20	„	„	223 to 224 „
„ 27	„	„	227 to 228 „
April 3	„	„	227 to 228 April.
„ 10	„	„	229 to 230 „
„ 17	„	„	230 to 231 Eupn. 224 to 226 Native.
„ 24	„	„	225 to 227 Eupn. 222 to 223 Native.
May 1	„	„	220 to 222 Eupn. 215 Native.
„ 8	„	„	212 to 213 Native. 220 to 222 Eupn.
„ 15	„	„	210 to 215 Native. 220 to 221 Eupn.
„ 22	„	„	210 to 212 Rdy.
„ 26	„	„	222 Best 208 to 12 Native.

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Class.	Price.	Week ending.	Crop.	Class.	Price.
1884.			Rs.	1884.			Rs.
June 2	.....	Good.	208 to 210 Rdy.	November 6	.....	Good.	209 to 210 Feb. Mar.
„ 9	.....	„	207 to 210 „	„ 13	.....	„	213 „
„ 16	.....	„	Nominal.	„ 20	.....	„	220 „
„ 23	.....	„	208 to 10 Rdy. Nl.	„ 27	.....	„	219 to 220 „
„ 30	.....	„	Nominal.				
				December 4	.....	„	219 to 221 „
July 7	.....	„	„	„ 11	.....	„	223 to 224 „
„ 14	.....	„	„	„ 18	.....	„	222 to 223 „
„ 21	.....	„	213 to 15 March.	„ 23	.....	„	223 to 225 „
„ 28	.....	„	215 to 17 Feb.-Mar.				
				1885.			
August 4	.....	„	223 to 25 „	January 2	New crop.	„	227 to 228
„ 11	.....	„	217 to 19 March.	„ 8	„	„	228 March.
„ 18	.....	„	215 to 17 Feb.-Mar.	„ 15	„	„	227 „
„ 25	.....	„	214 to 15 „	„ 22	„	„	225 „
				„ 29	„	„	225 „
September 1	.....	„	215 to 216 „				
„ 8	.....	„	216 to 218 „	February 5	„	„	226 „
„ 15	.....	„	214 to 216 „	„ 12	„	„	226 „
„ 25	.....	„	214 to 215 „	„ 19	„	„	226 „
				„ 26	„	„	229 „
October 2	.....	„	213 to 214 „				
„ 9	.....	„	213 to 214 „	March 5	„	„	227 „
„ 16	.....	„	211 to 212 „	„ 12	„	„	228 „
„ 23	.....	„	210 to 211 „	„ 19	„	„	228 *Ready.*
„ 31	.....	„	208 to 209 „	„ 26	„	„	230 „

COTTON STATISTICS—(continued.)

Week ending.		Crop.	Class.	Price.		Week ending.		Crop.	Price	Price.	
1885.				Rs.		1885.			Rs. Class Fine.	Rs. Class Good.	
April	2	.....	Good.	228	Ready.	August	24	.....	.....	208	Nominal.
„	9	.....	„	227	„	„	31	.....	.....	208	„
„	16	.....	„	225	„						
„	23	.....	„	224	„	September	7	.....	.....	208	„
„	30	.....	„	213	„	„	14	.....	.....	210	„
						„	24	.....	.....	210	„
May	7	.....	„	215	„						
„	14	.....	„	210	„						
„	21	.....	„	212	„	October	1	.....	228 Mch. Apl.	220	March.
„	28	.....	„	210	„	„	8	.....	226 Feb. Mar.	217	Feb.-Mar.
						„	15	.....	.....	218	„
June	1	.....	„	210	„	„	22	.....	227 Mch. Apl.	215	Mar.-Apl.
„	8	.....	„	214	„	„	29	.....	215 Feb. Mar.	213	Feb.-Mar.
„	15	.....	„	210	„						
„	22	.....	„	210	Nominal.						
„	29	.....	„	208	„	November	5	.....	214 „	212	„
						„	12	.....	215 „	212	„
July	6	.....	„	208	Ready.	„	19	.....	216 March.	212	March.
„	13	.....	„	205	„	„	26	.....	218 Feb. Mar.	212	Feb.-Mar.
„	20	.....	„	205	„						
„	27	.....	„	210	„						
						December	3	.....	216 „	210	„
						„	10	.....	210 „	206	„
August	3	.....	„	210	„	„	17	.....	210 March.	205	March.
„	10	.....	„	210	„	„	24	.....	212 „	208	„
„	17	.....	„	210	Nominal.	„	30	.....	211 „	205	„

COTTON STATISTICS—(continued.)

Week ending.	Crop.	Price.	Price.	Week ending.	Crop.	Price.	Price.
1886.		Rs. Class Fine.	Rs. Class Good.	1886.		Rs. Class Fine.	Rs. Class Good.
January 7	New Crop.	205 Jan.	204 Jan.				
„ 14	„	208 Mar.	205 March	June 7	.....	.....	.....
„ 21	„	207 „	201 „	„ 14	.....	.....	198 Ready.
„ 28	„	205 „	199 „	„ 21	.....	.....	.....
				„ 28	.....	.....	200 Ready Nl.
February 4	„	204 Feb.	197 „				
„ 11	„	201 „	195 „	July 6	.....	.....	.....
„ 18	„	200 „	194 „	„ 12	.....	.....	200 Ready Nl.
„ 26	„	194 „	188 „	„ 19	.....	.....	200 „ „
				„ 26	.....	.....	220 to 21 Mar.
March 4	„	197 March	192 „				
„ 11	„	200 „	196 „	August 2	.....	.....	.....
„ 18	„	198 „	197 „	„ 9	.....	.....	.....
„ 25	„	199 „	193 „	„ 16	.....	.....	.....
				„ 29	.....	.....	.....
April 1	„	196 Apl.	192 April			.....	.....
„ 8	„	200 „	196 „	„ 30	.....		221 Mar.
„ 15	„	203 „	197 „	September 6	.....	.....	214 to 15 Mar.
„ 22	„	204 „	199 „	„ 13	.....	219 to 20 Mar.	213½ „
„ 29	„	208 „	201 „	„ 24	.....	220 „	216 to 117. „
				„ 30	.....	222 to 223 „	
May 6	„	208 May.	202 May				
„ 13	„	.....	200 „	October 8	.....	216 „	210 „
„ 20	„	.....	202 „	„ 14	.....	210 „	204 „
„ 25	„	.....	202 „	„ 21	.....	213 „	208 „
„ 31	„	.....	198 Ready	„ 29	.....	211 „	206 „

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1886.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1887.	Rs. Class Fine.	Rs. Class. Fully Good.	Rs. Class Good.
November 4	211 Mar.	.....	205 March.	March 24	240 Ready.	237 Ready.	234 Ready.
„ 11	209 „	.....	205 „	„ 31	245 „	242 „	237 „
„ 18	209 to 10 „	.....	204 to 205 „				
„ 25	209 „	.....	204 „	April 7	252 „	248 „	244 „
				„ 14	246 „	241 „	238 „
December 2	210 „	.....	205 „	„ 21	235 „	231 „	225 „
„ 9	213 „	.....	209 to 10 „	„ 28	Nominal.	233 „	227 „
„ 16	214 „	.....	209 „				
„ 23	217 „	.....	211 „	May 5	240 Ready.	233 „	229 „
„ 30	220 „	.....	213 „	„ 12	Nominal.	228 to 229 „	222 „
				„ 19	.....	228 „	222 „
1887.				„ 23	.....	227 „	222 „
				„ 30	.....	227 „	222 „
January 6	219 March.	.....	213 March.				
„ 13	216 „	.....	210 „	June 6	.....	.....	222 „
„ 20	214 „	.....	209 „	„ 13	.....	.....	.....
„ 27	212 „	.....	208 „	„ 20	.....	.....	.....
				„ 27	.....	.....	.....
February 3	210 „	.....	207 „				
„ 10	210 to 11 „	.....	208 „	July 4	.....	.....	.....
„ 18	215 „	.....	211 „	„ 11	.....	.....	217 to 218 Mar.
„ 24	216 April.	.....	210 April.	„ 18	.....	.....	216 to 217 „
				„ 25	.....	.....	215 to 216 „
March 3	219 March.	.....	216 March.				
„ 10	228 „	.....	221 „	August 1	.....	.....	214 „
„ 17	238 „	234 March	231 „	„ 8	.....	.....	214 „

COTTON STATISTICS—(continued.)

Week ending.		Price.	Price.	Price.	Week ending.		Price.	Price.	Price.
1887.		Rs. Class Fine.	Rs. Class. Fully Good.	Rs. Class Good.	1888.		Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
August.	15	.....	.....	213 to 214 March	January	5	242 March.	.....	236 March.
,,	23	.....	.....	215 ,,	,,	12	238 ,,	.....	231 to 32 ,,
,,	28	.....	.....	213 ,,	,,	19	239 ,,	.....	233 ,,
					,,	26	239 to 40 ,,	236 Future Nominal.	233 ,,
September	5	.....	.....	213 to 214 ,,					
,,	12	.....	.....	214 to 215 ,,					
,,	22	.....	.....	218 ,,	February	2	239 ,,	236 March.	232 ,,
,,	29	.....	.....	216 ,,	,,	9	239 to 40 ,,	233 to 34 ,,	228 to 29 ,,
					,,	16	239 to 41 Feb. Mch.	235 Feb. Mar.	230 Feb. Mar.
October	6	.....	.....	216 to 217 ,,					
,,	13	.....	.....	218 ,,	,,	23	245 Rdy.	240 Rdy.	230 ,,
,,	20	.....	.....	219 ,,					
,,	27	.....	.....	220 to 221 ,,	March	1	245 ,,	240 ,,	235 Rdy.
					,,	8	240 to 41 ,,	235 to 36 ,,	232 March Nl.
November	3	229 to 30 Fwd	.....	222 Fwd.	,,	15	239 ,,	230 ,,	225 Rdy.
,,	10	238 to 40 Mar.	.....	231 to 232 ,,	,,	22	235 ,,	230 ,,	226½ ,,
,,	17	238 to 39 ,,	.....	231 to 232 ,,	,,	29	235 ,,	229 ,,	225 ,,
,,	27	242 ,,	.....	232 ,,					
					April	5	238 ,,	233 ,,	227 ,,
					,,	12	243 ,,	233 ,,	230 ,,
December	1	242 to 43 ,,	.....	236 ,,	,,	19	238 to 40 ,,	235 ,,	229 ,,
,,	8	240 to 41 ,,	.....	232 ,,	,,	26	.....	235 Nominal	230 ,,
,,	15	240 to 42 Feb. March.	237 to 39 Mar.	234 to 35 ,,					
					May	3	.....	230 ,,	223 ,,
,,	22	241 to 42 Mar.	.....	233 to 34 ,,	,,	10	.....	228 ,,	223 Rdy. Nl.
,,	29	240 to 41 ,,	.....	233 ,,	,,	17	.....	222 ,,	214 ,,

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1888.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1888.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
May 21	.....	230 Nominal	220 to 22 Rdy. Nl.	October 4	243 Mar. New.	238 Mar. New.	233 Mar. New.
„ 28	.....	226to28 „ Rdy	218 to 20 „	„ 11	245 „	240 „	236 „ „
				„ 18	245 to46 „	241 „	237 „ „
June 4	.....	.....	.....	„ 25	248 „	243 „	238 „ „
„ 11	.....	.....	.....				
„ 18	.....	.....	.....				
„ 25	.....	.....	.....	November 1	247 „	242 „	237 „
				„ 8	246 Feb.-Mar. New.	241 Feb. Mar. New.	236 Feb. March New.
July 2	.....	.....	.....				
„ 9	.....	.....	222 Rdy.	„ 15	245 Mar.-New.	240 Mar. New.	234 Mar. New.
„ 16	.....	.....	223 March.	„ 22	240 to41 „	235 „	230 „
„ 23	.....	.....	225 „	„ 29	237 „	231 „	227 „
„ 30	.....	.....	226 to 227 Mar. New.	December 6	238 Feb. Mar. New.	234 Feb. Mar. New.	229 to 30 Feb. Mar. New.
August 6	239 Mar. Nl. New.	.....	228 to 9 Mar. Nl. New.	„ 13	238 Mar.-New.	232 Mar New.	228 Mar. New.
				„ 20	236 „	232 „	228 „
„ 13	.....	239 to 40 Mar. New.	230 Mar. New.	„ 27	236 „	232 „	227 „
„ 20	.....	238 Mar. New.	229 „	1889.			
„ 26	236 Mar. New.	.....	226 „				
September 3	239 to 40 Mar. New.	233 to 34 Mar.	230 „	January 3	238 Rdy.	232 F. Mar.	228 Feb.-March
				„ 10	.....	230 Rdy.	225 March
„ 11	243 Mar. New	238 „	232 „	„ 17	238 Rdy.	230 „	225 Rdy.
„ 20	241 „ „	236 „	212 Rdy.	„ 24	237 „	232 „	228 „
„ 27	244 „ „	239 „	233 Mar. New.	„ 31	234 „	230 „	225 February

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1889.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1889.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
February 7	238 Rdy.	233 Rdy.	229 March	July 1	241 March	236 March	235 Ready N.
„ 14	237 „	232 „	227 „	„ 8	242 „	237 „	235 „
„ 21	240 „	234 „	229 Rdy.	„ 15	.....	.....	233 March
„ 28	239 „	233 „	229 „	„ 22	.....	.....	231 „
				„ 29	.....	.....	232 „
March 7	240 „	233 „	228 „				
„ 14	239 „	232 „	226 „	August 5	251 March.	.....	235 „
„ 22	242 „	230 „	227 „	„ 12	.....	.....	233 „
„ 28	243 „	233 „	226 „	„ 20	250 March.	.....	235 „
				„ 26	250 „	.....	235 „
April. 4	241 „	230 „	226 „	September 2	250 „	.....	235 „
„ 11	243 „	234 „	229 „	„ 9	250 „	.....	235 „
„ 18	250 „	240 „	235 „	„ 19	245 „	.....	231 „
„ 25	252 „	242 „	236 „	„ 26	245 „	.....	231 „
May 3	252 „	242 „	236 „	October 3	245 „	236 March	231 „
„ 9	250 „	240 „	230 „	„ 10	245 „	.....	230 „
„ 16	.....	242 „	236 „	„ 17	244 „	.....	230 „
„ 20	.....	242 „	236 „	„ 23	240 „	.....	229 „
„ 27	.....	242 „	235 „	„ 31	239 „	233 March	228 „
June 3	.....	.....	235 „	November 7	242 Feb. Mar.	.....	229 Feb.-March
„ 10	.....	.....	235 Rdy. Nominal.	„ 14	242 March	.....	230 March
„ 17	.....	.....	235 „ „	„ 21	241 „	236 March	230 „
„ 24	.....	.....	235 „ „	„ 28	239½ „	.....	228 „

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1889.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1890.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
December 5	239 March.	.....	228 March.	May 1	254 Ready.	.....	.....
„ 12	240 Feb.Mar.	.....	230 Feb.-March.	„ 8	250 „	.....	.....
„ 19	240 „	.....	230 „	„ 15	254 „	.....	.....
„ 27	240 „	.....	230 „	„ 22	254 Nominal	.....	.....
				„ 29	254 „	.....	.....
1890.							
January 3	243 Feb.Mar.	.....	232 Feb.-March	June 5	.....	.....	224 Rdy.
„ 9	245 March	.....	233 March	„ 12	.....	.....	220 „
„ 16	245 „	240 March	234 „	„ 19	.....	.....	218 „
„ 23	250 „	242 „	237 „	„ 26	.....	232 Rdy.	215 „
„ 30	248 „	.....	235 „				
				July 3	.....	.....	215 „
February 6	247 „	.....	236 „	„ 10	.....	.....	210 „
„ 13	250 „	244 March	240 „	„ 17	227 Forward	214 Forward	.....
„ 20	253 Ready	.....	242 „	„ 24	228 Future	.....	.....
„ 27	248 „	.....	238 „				
				August 1	.....	.....	.....
March 7	248 „	.....	238 „	„ 7	.....	.....	214 May
„ 13	250 „	.....	241 Rdy.	„ 14	.....	.....	.....
„ 20	255 „	.....	246 „	„ 21	.....	.....	204 Future
„ 27	257 „	.....	.....	„ 28	.....	.....	208 March
April 3	253 „	.....	.....	September 4	213 Future	208 Future	203 Future
„ 10	254 „	.....	.....	„ 11	210 „	205 „	201 „
„ 17	257 „	.....	.....	„ 19	211 „	208 „	202 „
„ 24	256 „	.....	.....	„ 26	215 March	210 March	208 March

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1890.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class Good.	1881.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class Good.
October 3	215 Feb.	.....	207 Future	February 6	207 Ready.	205 Mar.	201 March
„ 10	218 March	214 March	210 March	„ 13	209 „	207 „	203 „
„ 17	220 „	.....	211 „	„ 20	212 „	208 „	203 „
„ 24	221 Feb. Mr.	.....	211 Feb.-March	„ 27	212 to 13„	208 „	204 „
„ 31	219 March	215 March	211 March				
				March 6	208 „	204 Rdy.	200 Ready.
				„ 13	205 „	201 „	198 „
November 7	215 25th Mr.	.....	208 25th March	„ 20	206 „	200 „	196 „
„ 14	214 March	.....	208 March	„ 26	205 „	200 „	196 „
„ 21	218 „	.....	209 „				
„ 28	217 „	.....	209 „				
				April 3	204 „	200 „	196 „
				„ 10	205 „	198 „	192 „
December 5	218 „	.....	210 „	„ 16	202 „	194 „	190 „
„ 12	217 25th Mr.	.....	209 25th March	„ 24	201 „	195 „	190 „
„ 19	214 March	.....	208 March				
„ 23	215 Feb.	.....	208 February	May 1	199 „	193 „	186 „
„ 30	215 March	.....	208 March	„ 8	199 „	196 „	187 „
				„ 15	197 „	193 „	185 „
1891.				„ 22	.....	193 „	185 „
				„ 28	.....	191 „	183 „
January 9	213 to 14 Feb. March.	.....	208 February				
				June 4	.....	189 „	180 „
„ 16	217 Mar.	.....	209 March	„ 11	.....	189 „	181 „
„ 23	213 „	.....	206 „	„ 18	.....	.....	.....
„ 30	206 Rdy.	204 Mar.	201 „	„ 25	.....	.....	.....

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1891.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class. Good	1891.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class Good.
July 2	.....	.....	.....	December 4	204 Feb.-Mar.	202 Feb.-Mar.	198 Feb. Mar.
„ 9	204 Feb. Mar.	.....	197 Feb.-Mar.	„ 11	205 „	202 „	199 „
„ 16	„	.....	„	„ 18	200 „	198 „	195 „
„ 23	„	.....	„	„ 24	203 „	200 „	197 „
„ 30	„	.....	„	„ 30	201 „	193 „	196 „
August 6	„	.....	„	1892.			
„ 13	„	.....	„				
„ 20	„	.....	„	January 8	191 Feb. Mar.	189 Feb. Mar.	186 Feb. March.
„ 28	„	.....	„	„ 15	196 „	194 „	191 „
				„ 22	195 „	193 „	191 „
September 3	„	.....	„	„ 29	194 „	.....	189 „
„ 10	„	.....	„				
„ 18	„	.....	„				
„ 25	„	.....	„	February 5	191 March.	.....	186 March.
				„ 12	188 „	.....	184 „
October 2	220 Mar.	.....	214 March	„ 19	186 „	.....	183 „
„ 9	220 „	.....	214 „	„ 26	182 „	.....	179 „
„ 16	217 Forward	.....	210 Forward				
„ 22	216 „	.....	210 „	March 4	176 „	.....	173 „
„ 30	215 „	.....	209 „	„ 11	166 „	.....	162 „
				„ 18	162 Ready.	.....	158 Ready.
November 6	210 Mar.	207 Mar.	204 March	„ 25	162 „	.....	158 „
„ 13	206 Feb. Mar.	203 Feb.-Mar.	200 Feb.-Mar.				
„ 20	208 „	205 „	203 „	April 1	164 „	.....	160 „
„ 27	209 „	206 „	203 „	„ 8	171 „	.....	164 „

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1892.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class Good.	1892.	Rs. Class. Fine	Rs. Class. Fully Good.	Rs. Class Good.
April 14	178 Ready.	.....	171 Ready.	September 1	.....	.....	.....
,, 22	185 ,,	.....	176 ,,	,, 8	.....	.....	.....
,, 29	184 ,,	.....	175 ,,	,, 15	.....	.....	.....
				,, 23	.....	.....	.....
May 6	186 ,,	.....	177 ,,	,, 30	212 Mar.	.....	207 March.
,, 13	188 ,,	.....	180 ,,				
,, 20	192 ,,	.....	182 ,,	October 7	220 ,,	.....	214 ,,
,, 26	193 ,,	.....	183 ,,	,, 14	214 ,,	.....	206 ,,
				,, 19	216 ,,	.....	211 ,,
				,, 28	214 ,,	.....	208 ,,
June 2	195 ,,	.....	185 ,,				
,, 9	Nominal.	.....	Nominal.	November 4	223 ,,	.....	216 ,,
,, 16	,,	.....	,,	,, 11	238 ,,	.....	231 ,,
,, 23	,,	.....	.....	,, 18	247 ,,	.....	237 ,,
,, 30	,,	.....	.....	,, 25	265 ,,	.....	250 ,,
				December 2	256 ,,	.....	242 ,,
July 7	.....	.....	.....	,, 9	260 ,,	.....	246 ,,
,, 14	.....	.....	.....	,, 16	267 ,,	.....	255 ,,
,, 21	.....	.....	.....	,, 23	266 ,,	.....	254 ,,
,, 28	.....	.....	.....	,, 30	274 ,,	.....	263 ,,
August 5	.....	.....	.....	1893.			
,, 11	.....	.....	.....				
,, 18	.....	.....	.....	January 6	283 March.	.....	273 ,,
,, 25	.....	.....	.....	,, 13	272 ,,	.....	262 ,,

Cotton Statistics—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1893.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class. Good.	1893.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class. Good.
January 20	274 March.	.....	265 March.	June 15	.....	.....	225 Ready.
„ 27	273 „	.....	263 „	„ 22	Nominal.	.....	.....
				„ 29	.....	.....	210 Rdy. Nl.
February 3	274 Feb. Mar.	.....	265 Forward				
„ 10	260 March.	.....	253 March.	July 6	.....	.....	205 Ready.
„ 17	265 Ready.	.....	.....	„ 13	Nominal.	.....	222 25 Mar.
„ 24	271 March.	.....	262 March.	„ 20	„	.....	210 Ready.
				„ 27	„	.....	208 „
March 3	266 Ready.	.....	256 April.				
„ 10	271 „	.....	263 25 Mar.	August 4	237 25 Mar.	.....	208 „
„ 17	265 „	.....	262 Ready.	„ 10	228 „	.....	207 „
„ 24	261 „	.....	258 „	„ 17	225 „	.....	220 25th Mar.
„ 30	260 „	.....	248 „	„ 24	227 „	.....	223 „
				„ 31	228 „	.....	208 Ready.
April 7	244 „	.....	239 „				
„ 14	241 „	.....	234 „				
„ 21	235 „	.....	.....	September 7	234 „	.....	210 „
„ 28	227 „	.....	.....	„ 15	240 „	.....	235 25th Mar.
				„ 22	241 „	.....	.....
May 5	218 „	.....	.....	„ 29	234 to 35 „	.....	210 Ready.
„ 12	220 „	.....	.....				
„ 19	215 „	.....	205 Ready				
„ 25	215 „	.....	205 „	October 6	238 to 39 „	.....	209 to 10 „
				„ 13	240 „	.....	210 „
June 1	218 „	.....	206 „	„ 20	238 „	.....	210 „
„ 8	227 „	.....	218 „	„ 27	229 to 30 „	.....	226 25th Mar.

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1893.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1894.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
November 3	229 to 30 Mar.	.....	225 to 26 25th Mar	March 22	227 Rdy.	223 Rdy.	220 Rdy.
„ 10	225 to 26 „	.....	220 to 21 „	„ 30	231 „	227 „	223 „
„ 17	220 to 21 „	.....	217 „				
„ 24	226 „	.....	223 „	April 6	232 „	228 „	222 „
				„ 13	235 „	230 „	227 „
December 1	225 „	.....	221 „	„ 20	236 „	227 „	220 „
„ 8	219 to 20 „	.....	216 „	„ 27	234 „	228 „	220 „
„ 15	216 „	.....	213 „				
„ 22	214 „	.....	211 „	May 4	228 „	223 „	220 „
„ 29	211 to 12 „	.....	208 to 209 „	„ 11	230 „	225 „	220 „
				„ 18	229 „	222 „	218 „
1894.				„ 24	230 „	223 „	219 „
				„ 31	230 „	223 „	219 „
January 5	218 25th Mar.	.....	215 25th Mar.				
„ 12	223 „	.....	219 „	June 7	230 „	220 „	.....
„ 19	219 to 20 „	.....	215 „	„ 14	.....	.....	215 Rdy.
„ 26	222 „	.....	218 „	„ 21	.....	.....	215 „
				„ 28	.....	.....	215 „
February 2	219 Feb.-Mar.	.....	215 Feb.-Mar.				
„ 9	220 25th Mar.	.....	215 25th Mar.	July 5	.....	.....	215 „
„ 16	225 „	.....	219 „	„ 12	.....	.....	215 „
„ 23	226 „	.....	219 „	„ 19	.....	.....	215 „ Noml.
				„ 26	.....	.....	215 „
March 2	230 „	.....	222 „				
„ 9	232 Rdy.	.....	224 Rdy.	August 2	Nominal	.....	220 25th Mar.
„ 16	229 „	225 Rdy.	223 „	„ 9	„	.....	214 Feb.-Mar.

Cotton Statistics—(continued.)

Week ending.		Price.	Price.	Price.	Week ending.		Price.	Price.	Price.
1894.		Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1895.		Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
August	16	Nominal.	.....	214 Feb.-Mar.	January	4	183 Feb.-Mar.	March.	178 Feb-March.
„	24	„	.....	202 to 203 „	„	11	187 March.	.....	183 March.
„	30	.....	.....	202 25th Mar.	„	18	192 „	.....	187 „
					„	25	188 „	.....	183 „
September	6	202 Mar.	.....	198 March.					
„	13	203 „	.....	197 „	February	1	184 „	.....	180 to 181 „
„	20	199 „	.....	192 „	„	8	188 „	.....	184 Forward.
„	28	198 „	194 Mar.	190 „	„	15	188 „	.....	184 March.
					„	21	185 „	.....	186 Forward.
October	5	199 „	194 „	190 „					
„	12	190 „	187 Fwd.	181 „	March	1	191 „	.....	187 March.
„	19	192 „	188 Mar.	182 „	„	8	195 to 96 „	.....	192 „
„	26	190 Feb. Mar.	.....	183 Feb.-Mar.	„	15	201 „	.....	197 „
					„	22	215 Ready.	.....	211 Ready.
November	2	185 Mar.	.....	177 Mar.	„	29	210 „	.....	.....
„	9	178 Feb. Mar.	.....	173 Feb.-Mar.					
„	16	176 25th Mar	.....	171 25th Mar.	April	6	212 „	.....	.....
„	23	180 „	.....	174 „	„	11	202 to 203 „	.....	.....
„	30	181 Mar.	.....	176 Mar.	„	19	201 „	.....	.....
					„	26	201 „	.....	.....
December	7	186 „	.....	181 „	May	3	198 „	.....	.....
	14	185 to 86 Feb. Mar.	.....	181 Feb.-Mar.	„	10	196 „	.....	.....
					„	17	198 „	.....	.....
	21	184 Mar.	.....	178 to 179 Mar.	„	23	204 „	.....	.....
	28	186 Forward.	.....	181 Forward	„	30	203 „	.....	.....

Cotton Statistics—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1895.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1895.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
June 6	202 Ready.	.....	.....	November 1	261 Mar.	.....	257 March.
„ 13	205 „	.....	.....	„ 8	254 to 55 „	.....	251 „
„ 20	.....	.....	.....	„ 15	253 „	.....	251 „
„ 27	.....	.....	.....	„ 22	248 „	.....	246 „
				„ 29	250 „	.....	248 „
July 5	.....	.....	.....				
„ 11	.....	.....	.....				
„ 18	226 to 27 Mar.	.....	.....	December 6	245 „	.....	242 to 43 „
„ 25	.....	.....	.....	„ 13	245 „	.....	242 to 43 „
				„ 20	242 „	.....	239 „
August 1	230 March.	.....	227 March.	„ 27	236 „	.....	234 „
„ 8	233 to 34 „	.....	230 to 31 „				
„ 15	243 „	.....	240 „	1896.			
„ 22	249 „	.....	246 „				
„ 29	261 „	.....	257 „	January 3	241 to 42 „	.....	239 to 40 „
				„ 10	229 to 30 Jan.	.....	232 „
September 5	253 to 54 „	.....	250 „		February.		
„ 12	248 to 49 „	.....	245 to 47 „	„ 17	225 to 26 „	.....	230 „
„ 20	253 „	.....	250 to 51 „	„ 24	225 Ready.	.....	229 „
„ 27	260 „	.....	256 „	„ 31	224 to 25 „	.....	228 „
October 4	264 „	.....	259 „	February 7	220 „	.....	224 „
„ 11	262 „	.....	258 „	„ 14	222 „	.....	224 to 25 „
„ 17	269 „	.....	264 „	„ 21	216 „	218 Ready.	217 „
„ 25	260 „	.....	256 „	„ 28	210 „	207 „	Nominal.

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1896.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1896.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
March 6	200 Ready.	197 to 200 25th March.	200 25th March.	August 5	212 to 213 Rdy.	206 to 207 Rdy.	200 to 201 Ready.
„ 13	205 „	202 Ready.	Nominal.	„ 13	215 to 17 „	210 to 212 „	205 to 207 „
„ 20	208 „	205 „	203 Ready.	„ 20	220 „	215 „	210 „
„ 27	204 „	200 „	Nominal.	„ 27	218 „	213 „	208 „
April 2	208 „	206 „	„	September 3	220 „	214 „	208 „
„ 10	211 „	207 „	205 Ready.	„ 11	220 „	214 „	208 „
„ 17	210 „	206 „	204 „	„ 18	225 „	217 „	212 „
„ 24	206 to 207 „	202 to 203 „	Nominal.	„ 25	239 to 40 25th March.	220 „	210 „
May 1	207 „	203 „	„	October 2	237 „	218 to 20 „	208 to 10 „
„ 8	210 „	203 „	200 Ready.	„ 9	231 „	210 „	205 „
„ 15	212 „	206 „	202 „	„ 16	225 „	207 to 209 „	202 to 204 „
„ 21	214 „	208 „	204 „	„ 23	225 „	204 to 207 „	198 to 201 „
„ 28	210 to 212 „	205 to 207 „	201 to 203 „	„ 30	227 „	.....	222 25th March
June 4	207 „	202 „	197 „	November 7	225 „	.....	220 „
„ 11	203 „	197 „	192 „	„ 13	221 „	.....	218 „
„ 18	203 „	197 „	192 „	„ 20	210 Jan-Feb.	.....	211 „
„ 25	205 „	200 „	195 „	„ 27	210 „	.....	212 „
July 2	205 „	200 „	195 „	December 4	205 „	.....	205 „
„ 9	207 „	200 to 202 „	195 to 97 „	„ 11	203 „	Nominal.	203 „
„ 16	206 „	200 „	195 „	„ 18	195 „	195 25th Mar.	Nominal.
„ 23	206 „	200 „	195 „	„ 22	195 „	Nominal.	195 25th March
„ 30	206 to 207 „	200 to 201 „	195 to 196 „	„ 30	191 „	„	194 „

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1897.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1897.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
January 8	186 Jan.-Feb.	.....	.....	June 3	202 Rdy.	197 Rdy.	192 Ready.
„ 15	185 „	.....	187 March	„ 10	202 „	197 „	192 „
„ 22	187 „	182 Rdy.	183 „	„ 17	202 „	197 „	192 „
„ 29	190 Feb.-Mar.	185 „	Nominal	„ 24	207 „	202 „	197 „
February 5	192 „	187 „	.....	July 1	208 „	203 „	198 „
„ 12	188 „	184 „	.....	„ 8	210 „	205 „	200 „
„ 19	191 „	187 „	.....	„ 15	Nominal	211 to 13 „	204 „
„ 26	200 March	195 „	.....	„ 22	„	212 „	204 „
				„ 29	„	211 to 13 „	204 „
March 5	.....	198 „	.....				
„ 12	.....	195 „	.....	August 5	„	214 „	204 „
„ 19	.....	195 „	.....	„ 13	„	214 „	204 „
„ 26	.....	195 „	.....	„ 19	„	204 to 210 „	204 to 210 „
				„ 26	„	200 to 204 „	200 to 204 „
April 2	.....	194 „	191 Ready				
„ 9	.....	193 „	190 „	September 2	.....	198 to 200 „	198 to 200 „
„ 15	.....	194 „	190 „	„ 9	.....	194 March	194 Mar.
„ 23	.....	195 „	190 „	„ 17	Nominal.	.....	194 „
„ 30	.....	198 „	193 „	„ 24	„	.....	187 to 188 „
				October 1	„	.....	186 to 187 „
May 7	203 Rdy.	198 „	193 „	„ 8	.....	.....	189 „
„ 14	203 „	198 „	193 „	„ 15	.....	.....	183 „
„ 20	204 „	199 „	194 „	„ 22	182 March	.....	180 March.
„ 27	204 „	199 „	194 „	„ 29	.....	.....	177 „

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1897.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1898.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.
November 5	174 March.	.....	171 March	March 18	165 Ready.	.....	164 Ready.
„ 12	.....	.....	174 „	„ 25	165 „	.....	164 „
„ 19	179 March.	.....	176 „				
„ 26	183 „	.....	180 „	April 1	165 „	.....	164 „
				„ 8	165 „	.....	164 „
December 3	180 „	.....	177 „	„ 15	161 „	.....	160 „
„ 10	178 „	.....	175 „	„ 22	164 „	.....	.....
„ 17	176 „	.....	173 „	„ 29	164 „	.....	162 „
„ 23	175 to 76 „	.....	173 to 174 „				
„ 30	177 „	.....	175 „	May 6	167 „	.....	165 „
				„ 13	170 „	.....	166 „
1898.				„ 20	170 „	.....	165 „
				„ 27	168 „	.....	164 „
January 7	177 March.	.....	175 March.				
„ 14	172 „	.....	170 „				
„ 21	172 „	.....	170 „	June 3	169 „	167 Ready	164 „
„ 28	172 „	.....	170 „	„ 10	169 „	166 „	163 „
				„ 17	169 „	166 „	163 „
February 4	169 1st to 25th March.	.....	168 25th „	„ 24	167 „	163 „	161 „
„ 11	176 March.	.....	175 March.				
„ 18	170 25 Mar.	.....	169 25th „	July 1	164 „	160 „	.....
„ 25	169 „	.....	168 „	„ 8	163 to 4 „	160 „	.....
				„ 15	161 „	159 „	176 March.
March 4	171 Ready.	.....	171 „	„ 22	160 „	157 „	.....
„ 11	168 „	.....	168 Ready.	„ 29	157 „	155 „	174 25 March

COTTON STATISTICS—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1898.	Rs. Class Fine.	Rs. Class Fully Good.	Rs. Class Good.	1899.	Rs. C'ass Fine.	Rs. Class Fully Good.	Rs. Class Good.
August 5	155 Ready.	153 Ready.	.....	January 6	152 Feb. Mar	.....	151 15th to 25th Mar
„ 12	150 „	.....	145 Ready.	„ 13	153 „	.....	152 „
„ 19	142 „	140 „	138 „	„ 20	151 „	.....	151 „
„ 26	143 „	140 „	136 „	„ 27	154 „	.....	153 „
September 2	145 „	140 „	137 „	February 3	154 „	.....	153 „
„ 9	161 Forwd.	143 „	137 „	„ 10	155 „	.....	153 to 54 „
„ 16	142 Ready.	138 „	155 Forward.	„ 17	161 „	.....	159 „
„ 23	145 „	140 „	154 „	„ 24	160 „	.....	158 „
„ 30	145 „	.....	140 Ready.	March 3	160 Ready	.....	158 „
October 7	145 „	140 Ready.	155 Forward.	„ 9	167 „	.....	165 „
„ 14	145 „	.....	140 Ready.	„ 17	164 „	.....	161 Ready
„ 21	144 „	.....	139 „	„ 24	159 „	157 Ready	155 „
„ 28	145 „	.....	138 to 39 „	„ 30	162 „	159 „	.....
November 4	150 Forwd.	.....	146 Forwd.	April 7	161 „	158 „	156 „
„ 11	150 „	.....	147 to 48 „	„ 14	157 „	154 „	.....
„ 18	149 „	.....	146 „	„ 21	156 „	153 „	.....
„ 25	149 Feb.-Mar.	.....	148 15th to 25 h Mar	„ 28	155 „	152 „	.....
December 2	152 „	.....	150 to 151 „				
„ 9	153 „	.....	152 „	May 5	155 „	151 „	.....
„ 16	155 to 56 „	.....	155 „	„ 12	154 „	150 „	.....
„ 23	153 „	.....	151 „	„ 19	155 „	150 „	.....
„ 30	152 „	.....	151 „	„ 26	155 „	151 „	147 Ready

Cotton Statistics—(continued.)

Week ending.	Price.	Price.	Price.	Week ending.	Price.	Price.	Price.
1899.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class Good.	1899.	Rs. Class. Fine.	Rs. Class. Fully Good.	Rs. Class Good.
June 2	155 Ready	151 Ready.	.....	November 1	.....	.....	198 Ready
„ 9	157 „	153 „	.....	„ 10	.....	.....	203 „
„ 16	158 „	154 „	.....	„ 17	.....	.....	213 15th to 25th Mar
„ 23	160 „	155 „	150 Ready	„ 24	.....	.....	211 „
„ 30	.....	155 „	150 „				
				December 1	.....	.....	211 „
July 7	.....	155 „	151 „	„ 8	.....	.....	208 Ready
„ 14	.....	155 „	151 „	„ 15	.....	.....	209 „
„ 21	.....	155 „	151 „	„ 22	.....	.....	206 „
„ 28	167 Ready	158 „	154 „	„ 29	.....	.....	211 „
August 4	.....	164 „	160 „	1900.			
„ 11	.....	167 „	163 „				
„ 18	.....	165 „	161 „	January 5	.....	.....	215 Ready.
„ 25	.....	172 „	168 „	„ 12	.....	.....	216 „
				„ 19	.....	.....	219 „
September 1	.....	178 „	174 „	„ 26	.....	.....	220 „
„ 8	.....	175 „	171 „				
„ 12	.....	175 „	171 „	February 2	.....	.....	228 „
„ 22	.....	173 „	170 „	„ 9	.....	.....	237 „
„ 29	.....	180 „	177 „	„ 16	.....	.....	238 15th to 25th Mar
				„ 23	.....	.....	260 „
October 6	.....	.....	190 „				
„ 13	.....	.....	200 „	March 2	.....	.....	260 Ready.
„ 20	.....	.....	200 „	„ 9	.....	.....	275 15th to 25th Mar
„ 27	.....	.....	200 „	„ 16	.....	.....	250 to 252 Rdy.

COTTON STATISTICS—(continued.)

Week ending. 1900.	Price. Rs. Class. Fine.	Price. Rs. Class. Fully Good.	Price. Rs. Class Good.
March 23	.....	.....	235 Ready.
„ 30	.....	.....	235 „
April 6	.....	.....	233 „
„ 12	.....	.....	230 „
„ 20	.....	.....	232 „
„ 26	.....	.....	231 „
May 4	.....	.....	231 „
„ 11	.....	.....	228 „
„ 18	.....	.....	228 „
„ 25	.....	.....	215 „
June 1	.....	.....	210 „
„ 8	.....	.....	„
„ 15	.....	.....	202 15th to 25th Mar
„ 22	.....	.....	206 „
„ 29	.....	.....	218 „
July 6	.....	.....	223 „
„ 13	.....	.....	216 „
„ 20	.....	.....	228 „
„ 27	.....	.....	228 „
August 3	.....	.....	213 „
„ 9	.....	.....	212 „

Week ending. 1900.	Price. Rs. Class Fine.	Price. Rs. Class Fully Good.	Price. Rs. Class Good.
August 17	.....	.....	214 15th to 25th Mar
„ 24	.....	.....	216 „
„ 30	.....	.....	214 „
September 7	.....	.....	224 „
„ 12	.....	.....	233 „
„ 21	.....	.....	235 „
„ 28	.....	.....	237 „
October 5	246 Mar.-Apl	.....	243 „
„ 12	239 „	.....	232 25th March.
„ 19	230 „	.....	223 „
„ 26	221 „	.....	216 „
November 2	225 „	.....	218 „
„ 9	229 „	.....	222 „
„ 16	234 „	.....	224 March.
„ 23	236 March.	.....	226 „
„ 30	235 „	.....	224 „
December 7	234 „	.....	222 „
„ 14	229 „	.....	218 „
„ 21	232 „	.....	220 „
„ 28	234 „	.....	222 „

APPENDIX GG.

RED SEA LIGHTS.

No. 53-G of 1901.

MARINE DEPARTMENT,
BOMBAY CASTLE, 20th February 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 288-G, dated the 22nd September 1900, I am directed to state for the information of the Chamber of Commerce, Bombay, that the Government of India have received information through the Home Government that the construction of four light houses in the Red Sea was, according to an announcement in the "Levant Herald" of the 19th December, 1900, to be commenced by the Administration des Phares last month (January).—I have, &c.,

J. DEC. ATKINS, Secretary to Government.

No. 56-G of 1902.

MARINE DEPARTMENT,
BOMBAY CASTLE, 13th February 1902.

To the SECRETATY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 53-G, dated the 20th February 1901, I am directed to state for the information of the Chamber of Commerce, Bombay, that the Government of India have received information through the Home Government that the steamship "Afrique," chartered by the Ottoman Government for the conveyance of the material required for the four new light-houses in the Red Sea, reached Zobehr some time ago, and disembarked part of the material for the light-house in that place, and that the ship was thence to proceed shortly to Abu Ail to discharge such part of her cargo as was required for the light-house on that island.—I have, &c.,

H. O. QUIN, Secretary to Government.

APPENDIX HH.

PERIM LIGHTS.

No. 402-G of 1901.

MARINE DEPARTMENT,
BOMBAY CASTLE, 8th November 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to state for the information of the Chamber, that the light at Kennery Island which is in charge of the Bombay Port Trust is at present available for disposal, and that a proposal has been made that it might with advantage be utilized at Balfe Point, Perim. It has been suggested that what is needed is not the improvement of the Obstruction Point light, but its removal entirely, a good light being provided in its place at Balfe Point on the western side of the Island, where there is at present a weak light maintained by the Perim Coal Company in connection with their harbour. It is represented that by the establishment of a good light at Balfe Point vessels would cease to use the narrow strait, and that it would be very much better were the narrow strait to the east closed to navigation at night which would be the practical effect of removing the Obstruction Point light.

2. I am to request that the Chamber may be moved to consult such persons as it many think fit on the subject and to favour Government with their opinion on the following points, viz. :—

(1.) Whether the suggested change in the lighting of Perim is in every respect desirable.

(2.) Whether the establishment of a light at Balfe Point would render unnecessary the light at Obstruction Point.

(3.) Whether the light at Kennery Island would serve the purpose of the light required at Balfe Point.

3. The favour of an early reply is requested.—I have, &c.,

H. O. QUIN, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 5th Dec. 1901.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 402, dated 8th November 1901, submitting for the opinion of the Committee, after consultation with persons having expert knowledge of the issues, certain questions regarding the proposed moving of the light at Kennery Island to Balfe Point, Perim, and the expediency or otherwise of removing at the same time the light on Obstruction Point.

2. Expert opinion has been taken as desired and I am now directed to express my Committee's approval of the proposed change so far as it relates to the establishment of the Kennery Light at Balfe Point. There is every reason to suppose that the said light would serve the purpose of the light required at Balfe Point. But it would, in the Committee's opinion, be most inexpedient to remove the light on Obstruction Point or close the lesser Strait which is preferred by many of the vessels most frequently passing Perim.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 28-G OF 1902.

MARINE DEPARTMENT,
BOMBAY CASTLE, 20th January 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 5th December 1901, I am directed to state for the information of the Chamber that it is not practicable to proceed at present with any scheme for the improvement of the lights at Perim as the Government of India have decided that, owing to the inability of the Board of Trade to provide a portion of the cost involved, the project must be abandoned.—I have, &c.,

H. O. QUIN, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 27th February 1902.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 28-G, dated 20th January, 1902, in which you state that it is not practicable to proceed with any scheme for the improvement of the lights at Perim, owing to the inability of the Board of Trade to provide a portion of the cost.

2. I am to say that the announcement has been received with much regret, both by the Members of the Committee and by those persons interested in shipping to whom it was in due course communicated by them.

3. The Committee have now received a joint letter signed by all the leading shipping agents in Bombay, urging that the matter is one of sufficient gravity to warrant a further representation to Government. In this view my Committee cannot but concur. The risk attending the navigation of the channels at Perim are so real, and the volume of British Shipping subject to those risks is so great, that my Committee can scarcely believe the attitude of the Board of Trade to be due to any lack of conviction on those points. But they are equally unable to understand how, if these conditions are fully realised by the Board, it can be proposed that they should be maintained, with the single alternative that the Government of India should bear the entire cost of an improvement essential to the safety of all the shipping proceeding by way of Perim to parts of the Empire other than India.

4. I am, therefore, instructed to beg that His Excellency the Governor in Council may be pleased to represent to His Excellency the Viceroy the expediency of communicating again with the Secretary of State in the matter, to the end that the Board of Trade may be moved to accord to the proposed and necessary improvements of the Perim lights a measure of assistance pro-

portionate to the Imperial interest in the safety of the British Shipping passing that Island.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 5th April 1902.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Referring to the correspondence on the subject of the improvement of the lights on the Island of Perim, ending with my letter of the 27th February last, I now have, under the instructions of the Committee of the Bombay Chamber of Commerce, the honour to represent to Government on their behalf that it would be inexpedient, on a mere point of principle, to lose the present opportunity of effecting the improvements in question in conjunction with the reconstruction of the light on Kennery Island. The reply given by the President of the Board of Trade to a question put to him in the House of Commons on the day when I last addressed you is quite unequivocal as to the illegality of charging to the General Light House Fund the cost of those improvements. If that point is definite, my Committee conceive that nothing would be gained by contesting it in respect of a single and not very costly work. The question of principle involved appears to my Committee to be whether the fact that Aden and the mouth of the Red Sea are, for strategic purposes, placed under the Government of Bombay, ought reasonably to impose on that Government the cost of lighting that waterway which is one of the most important to the shipping of the entire British Empire. This appears to my Committee to be much too large a question of principle to be, even with the best of good will, settled by the Governments with the promptitude demanded by the present insufficient lighting of the Straits of Bab-el-Mandeb; and so purely a question of principle that the ultimate decision regarding it will be unaffected by the consent or refusal of the Government of India to discharge, tentatively and with reserve, the expenditure at present contem-

plated. I am directed therefore to submit with respect the suggestion that, having regard to the real danger to shipping at present existing, the consequent call for prompt remedy, the relative smallness of the expenditure involved, and the definite statement of the President of the Board of Trade that it would, at present, be illegal for his Department to contribute, it would be well that the Government of India should at once undertake the work without assistance, reserving the question of principle for subsequent discussion.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 128-G of 1902.

MARINE DEPARTMENT.
BOMBAY CASTLE, 15th April 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

Sir,—I am directed to acknowledge the receipt of your letters noted in the margin regarding the question of improving the lights at Perim, and to state for the information of the Chamber that copies of the letters have been forwarded to the Government of India for consideration.—I have, &c.,

Letter dated the 27th February 1902.
" " " 5th April 1902.

A. M. T. JACKSON, Acting Secretary to Government.

APPENDIX II.

ADDITIONAL LIGHTHOUSES ON THE COASTS OF THE MADRAS PRESIDENCY.

No. 5944 S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 30th November 1900.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of a letter from the Government of Madras, Marine Department, No. 692, dated the 14th September 1900, and of the Draft Bill therein referred to. It will be seen that a scheme for the construction and maintenance of additional lighthouses on the coasts of the Madras Presidency is under consideration, and that it is proposed in the Bill to levy a coast light due on vessels deriving benefit from the lights.

2. I am to request that, after consultation with the Steamer Companies which will be affected, the Government of India may be favoured with an expression of the views of the Bombay Chamber of Commerce on the proposals made by the Government of Madras.—I have, &c.,

R. A. MANT,

Offg. Under-Secretary to the Government of India.

MARINE DEPARTMENT, No. 692, dated 14th September 1900.

Letter from W. B. DEWINTON, Esq., Secretary to the Government of Madras, Marine Department, to the SECRETARY to the GOVERNMENT OF INDIA, Finance and Commerce Department.

SIR,—Adverting to the correspondence forwarded with my letter No. 422, Marine, dated 29th May 1900, on the subject of an advance from Imperial funds for continuing the lighthouse programme and to

Government of India Financial Department Resolution No. 1275, dated 19th June 1877, I am now directed to forward, for the consideration of the Government of India in the Financial Department, and eventual introduction into the Governor-General's Legislative Council, the accompanying draft Bill for the levy of light dues from which will, in due course, be repaid such advances as the Government of India and the Madras Government may be pleased to sanction for carrying out the scheme.

2. The circumstances which gave rise to the present scheme of lighthouse improvement are referred to in the Resolution of the Government of India, Department of Finance and Commerce, No. 2633, dated 27th May 1889, wherein the inspection of Provincial lighthouses by an expert of independent status was commended to the attention of the Provincial Governments; and, in accordance with the decision therein arrived at, Mr. W. T. Douglass was, on the recommendation of the Elder Brethren of Trinity House, deputed by the Government of India to inspect the lighthouses and lighting apparatus of the coasts of the Madras Presidency. Mr. Douglass, in due course, arrived in Madras and submitted a report under date the 19th June 1890, wherein he suggested the introduction of the most modern appliances for illumination and the adoption of occulting and flashing lights, and pointed out the importance of making the lights distinctive in character. He also recommended the construction of new buildings at various places. The consideration of Mr. Douglass' proposals and the various amendments suggested by the local advisers of the Madras Government extended over the period between 1892 to 1894, when Mr. Ashpitel, Executive Engineer, was specially appointed on an itinerating mission to the various places requiring illumination or improved apparatus. His recommendations having been generally approved by Government, the question of funds came under consideration. His scheme involved an estimated expenditure of Rs. 8,80,000, of which Rs. 8,00,000 were for "coast" lights or those intended to aid general navigation; and the balance for "port" lights or those intended to facilitate the navigation of ports and harbours. The various proposals for meeting this outlay were discussed, and it has now been finally decided, after consultation with the mercantile authorities more immediately interested, to carry out the scheme, by the levy of a special due to be imposed on shipping, and that, until the dues become available under legislative sanctoin, the continuance of the scheme, which has already been commenced from Port funds, shall be, with the sanction of the Government of India, provided for by advances

from Imperial or Provincial funds as explained in my letter No. 422, Marine, dated 29th May 1900.

3. The draft Bill, which is an accompaniment to my present letter, is an adaptation of the Burma Coast Lights Act, IX of 1879, and provides for the levy of a toll called "coast light dues," in respect of every vessel of the burden of 15 tons and upwards making any voyage mentioned in the schedule annexed thereto at the rates, specified in column 2 thereof, and is expected to realise, at the maximum rates, a sum of Rs. 1,57,138 per annum. It is not, however, proposed to levy in all cases the maximum rates in the first instance, but to commence raising the dues at the following rates :—

	pies per ton.
Class I	12
„ II	6
„ III	9
„ IV	10
„ V	1
„ VI	9
„ VII	4

whereby the yield of revenue is expected to amount to Rs. 1,04,692. This sum is calculated to be sufficient to meet maintenance charges and to repay the advance of Rs. 3,36,000 asked for from the Government of India in seven years in fixed annual instalments of Rs. 48,000 as shown in the following statement and to refund the sums irregularly spent from Port funds in a further period of about ten years. These liabilities will form a first charge on the light dues fund, and on their liquidation it would be possible to lower the dues to Rs. 60,000 per annum, the estimated cost of the maintenance of the lighthouses :—

STATEMENT showing how it is proposed to repay from Light Dues the sum of Rs. 3,36,000 asked for from the Government of India.

Year.	Light dues leviable.	Maintenance charges.	Balance available.	Surplus of previous year (column 8).	Total amount available (column 4 + column 5).	Annual instalment of repayment.	Surplus.
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1901-1902...	1,04,692	48,700	55,992	.....	55,992	48,000	7,992
1902-1903...	1,04,692	51,500	53,192	7,992	61,184	48,000	13,184
1903-1904...	1,04,692	54,000	50,692	13,184	63,876	48,000	15,876
1904-1905...	1,04,692	56,100	48,592	15,876	64,468	48,000	16,468
1905-1906...	1,04,692	58,600	46,092	16,468	62,560	48,000	14,560
1906-1907...	1,04,692	60,000	44,692	14,560	59,252	48,000	11,252
1907-1908...	1,04,692	60,000	44,692	11,252	55,944	48,000	7,944
Total repaid ...	.....	.....	.....	.....	.....	3,36,000	.....

4. Turning now to be details of the Bill, the following seem the only points in the draft which call for special remark :—

Section 2 defines the terms "Customs Collector," "vessel," "master" and "voyage" in the terms of the Burma Coast Lights Act. It also defines "groups of ports."

Section 3 levies coast light dues on vessels of the burden of 15 tons and upwards. This limit in the Burma Act is 50 tons, but the Presidency Port Officer has explained that if the latter limit is adopted in Madras, a large number of vessels on the West Coast will escape the dues. The limit proposed is the same as that fixed for the levy of port dues.

Section 4 shows when the dues become payable.

In *Section* 5 the power is given to the Governor in Council to vary rates, subject to the prior sanction of the Governor-General in Council. This is in accordance with local usage.

Section 16 of the Burma Act has been so far modified (*vide* section 16 of the draft Bill) as to place the duty of publishing accounts on the Government of Madras instead of on the Government of India.

5. As regards section 3 of the draft Bill and the schedule referred to therein, I am to state, for the information of the Government of India that the questions as to the classes of vessels to be taxed to meet the expenditure on "coast" lights and the rates to be imposed have been very carefully considered. It has been assumed that all vessels which derive benefit from the coast lights and which touch at a port in British India should contribute and that the rate should be determined by the amount or frequency of the benefit derived.—I have, &c.,

W. B. DEWINTON, Secretary to Government.

OOTACAMUND, 14th September 1900.

Appendix to letter No. 692, *Marine, dated* 14*th September* 1900.

APPENDIX A.

STATEMENT OF OBJECTS AND REASONS.

Whereas the Government of Fort St. George has undertaken an extensive and costly scheme of lighthouse construction and illumination on the coasts of the Madras Presidency, and whereas it is necessary to

raise funds for the capital outlay thereon and for maintenance, it is proposed in the accompanying Bill to levy a coast light due on vessels deriving benefit from the lights in question; the proceeds of the due being applied to—

(1) construction or the refund of the expenditure incurred from other sources and (2) the maintenance of the lights.

Draft Bill to provide for the levy of dues for the use of Coast lights in the Presidency of Fort St. George.

Preamble.

Whereas it is expedient for the maintenance of coast lights in the Presidency of Fort St. George to levy dues on vessels passing or deriving benefit from such lights; It is hereby enacted as follows:—

Preliminary.

Short title. Commencement. Local extent.

1. This Act may be called "The Madras Coast Light Dues Act, 1900." It shall come into force on the . . . . and it shall extend to the territories respectively administered by the Governors of Fort St. George and Bombay in Council and the Lieutenant-Governors of Bengal and Burma.

Saving.

Nothing herein contained shall apply to any vessel belonging to or in the service of Her Majesty or the Government of India or to any vessel of war belonging to any Foreign Prince or State.

Interpretation clause.

2. In this Act unless there is something repugnant in the subject or context—

"Customs Collector."

"Customs Collector" means a Customs Collector appointed under the Sea Customs Act, 1878, and includes any person appointed by the Local Government by name or in virtue of his office to discharge the functions of a Customs Collector under this Act.

"Vessel."

"Vessel" denotes any thing made for the conveyance by water of human beings or of property.

"Master" when used in relation to any vessel means any person (except a Pilot or Harbour Master) having for the time being the charge or control of such vessel.

"Master."

"Voyage" means the whole distance between a vessel's place of departure and her final place of arrival; but the return of a vessel from any place shall, notwithstanding the terms of any charter party, be deemed a distinct voyage.

"Voyage."

For the purposes of this Act the ports on the East Coast of the Presidency of Fort St. George, including the port of Madras shall be regarded as constituting the eastern group of ports, and the ports on the West Coast of the Presidency shall be regarded as constituting the western group of ports.

"Groups of ports."

Coast Light Dues.

3. For the purpose of maintaining coast lights in the Presidency of Fort St. George, a toll, hereinafter called "Coast light dues" shall be paid in respect of every vessel of the burden of 15 tons and upwards making any voyage mentioned in the schedule hereto annexed at a rate not exceeding that specified in column 2 thereof.

Coast light dues payable in respect of vessels of 15 tons.

4. The said coast light dues shall become due and payable—

(*a*) in the case of a vessel clearing out of a port in British India upon any voyage mentioned in the schedule hereto annexed previous to the grant of any port clearance;

Dues when payable.

(*b*) In the case of a vessel from a port outside British India entering a port in British India in the course or at the termination of any such voyage—immediately upon her entering such port:

Provided that the said dues shall not be levied more than once in the same port or group of ports on any vessel in the course of the same voyage.

5. With the previous sanction of the Governor-General in Council, the Governor in Council of Fort St. George may, from time to time,

Power to vary rates of dues.

by notification in the *Fort St. George Gazette*, reduce or raise the rate of coast light dues in respect of all vessels or any particular class of vessels.

Provided that such rate shall not in any case exceed the rate fixed by section 3.

Collection of dues.

6. The Customs Collector shall collect the coast light dues, and shall grant to the person paying the same a voucher in writing under his hand setting forth the name of his office, the port at which the coast light dues are paid, the amount so paid, the name, tonnage and other proper description of the vessel in respect of which the payment is made, and the voyage on which she is or has been bound.

Voucher to be given.

Master to report arrival.

7. Within 24 hours after the arrival within a port of any vessel chargeable with coast light dues, the master of the vessel shall give notice of the arrival to the Customs Collector.

Tonnage of vessel chargeable with coast light dues how ascertained.

8. In order to ascertain the tonnage of any vessel chargeable with coast light dues, the following rules shall be observed :—

If registered.

(*a*) If the vessel be a vessel registered under any law for the time being in force for the registration of vessels in India, the Customs Collector may require the owner or master of such vessel, or any other person having possession of her register to produce such register for inspection. If any such owner, master or other person neglects or refuses to produce such register or otherwise to satisfy the Customs Collector as to what is the true tonnage of the vessel in respect of which such coast light dues are payable, he shall be punished with fine which may extend to one hundred rupees, and the Customs Collector may cause the vessel to be measured and the tonnage thereof to be ascertained ; and in such case, the owner or master of the vessel shall also be liable to pay the expenses of such measurement.

If not registered.

(*b*) If the vessel be not a vessel registered under any law for the time being in force for the registration of vessels in India, and the owner

or master thereof fails to satisfy the Customs Collector as to what is her true tonnage according to the mode of measurement prescribed by the law in force for the time being for regulating the measurement of British registered vessels, the Customs Collector shall cause the vessel to be measured and the tonnage thereof, according to the mode aforesaid, to be ascertained; and in such case the owner or master of the vessel shall be liable to pay the expenses of such measurement.

On refusal to pay dues or expenses, the Collector may distrain and sell.

9. If the master of any vessel refuses or neglects to pay to the Customs Collector on demand by him the amount of any dues or expenses payable under this Act in respect of such vessel, the Customs Collector may distrain or arrest the vessel and the tackle, apparel and furniture belonging thereto, or any part thereof, and detain the same until the amount of such dues or expenses is paid; and in case any part of the dues or expenses, or of the costs of the distress or arrest or of the keeping of the same, remains unpaid for the space of five days next after any distress or arrest so made, the Customs Collector may cause the vessel or other thing so distrained or arrested to be sold, and with the proceeds of the sale may satisfy the dues, expenses and costs (including the costs of sale) remaining unpaid and shall render the surplus (if any) to the master of the vessel upon demand.

No port clearance to be granted until dues, &c., are paid.

10. The officer of Government whose duty it is to grant a port clearance for any vessel shall not grant such port clearance until her master or some other person has paid, or secured to the satisfaction of the officer, the amount of all dues, expenses and costs with which the vessel is chargeable under this Act, and of any fine to which any person is liable for anything done by him in contravention of this Act.

Master to specify on demand voyage on which vessel is bound.

11. The master of any vessel departing from or entering any port in British India upon, or in the course of, or at the termination of, any voyage, shall, upon the demand of the Customs Collector, specify upon what voyage she is or has been bound.

Penalty for evading payment of dues, &c.

12. If the master of any vessel evades, or attempts to evade, the payment of any coast light dues, expenses or costs payable in respect of such vessel under this Act, he shall be punished with fine which may extend to two hundred rupees.

Determination of disputes under Act.

13. If any dispute arises as to whether any vessel is chargeable with any coast light dues expenses or costs under this Act, or as to the amount of such dues, expenses or costs, such dispute shall, upon application made in that behalf by either of the disputing parties, be heard and determined in the towns of Calcutta, Madras and Bombay by a Presidency Magistrate and elsewhere by any Magistrate exercising at the place where the dispute arises powers under the Code of Criminal Procedure not less than those of a Magistrate of the second class. All decisions under this section shall be final.

Payment into Government Treasury of sums collected.

14. All sums collected by Customs Collectors under the provisions of this Act shall be paid into a Government Treasury from time to time.

Prosecutions under other Laws.

Saving of prosecution under other laws.

15. Nothing herein contained shall prevent any person from being prosecuted under any other law for any Act or omission which constitutes an offence against this Act: provided that no person shall be punished twice for the same act or omission.

Statement of Receipts and Expenditure.

Statement of receipts and expenditure to be published.

16. The Governor in Council of Fort St. George shall, on or before the first day of October in each year, publish in the *Fort St. George Gazette* a statement showing the amount received on account of coast light dues during the year ending on the thirty-first day of March last preceding, and the amount expended during the same period on the maintenance of coast lights in the Presidency of Fort St. George.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

SCHEDULE.

Vessels chargeable with Light Dues, rate of light dues, and frequency of payment.

Vessels chargeable.	Rate of light dues.	How often chargeable.
Class I.		
All steam vessels engaged on coasting voyages— (*a*) Between Calcutta and Bombay and intermediate ports, except those falling under Class II. (*b*) Between Rangoon and more than one port in the Madras Presidency.	1½ annas per ton.	(*a*) Once during a voyage for each group, provided that, if no port in the Eastern group be touched at, the due for that group shall not be paid. (*b*) Once per voyage; one payment to exempt from further payment for thirty days.
Class II.		
All steam vessels from Bombay bound for the ports of South Canara, whose voyage terminates at Mangalore.	6 pies per ton ...	Once per voyage; one payment to exempt from further payment for thirty days.
Class III.		
All steam vessels plying direct between any one port in the Madras Presidency and Rangoon.	14 pies per ton ...	Once per voyage; one payment to exempt from further payment for thirty days.
Class IV.		
All steam vessels from Bombay or ports in the Bombay Presidency bound direct for Colombo and from Colombo direct to ports in the Bombay Presidency.	16 pies per ton ...	Once during a voyage.

SCHEDULE.—*contd.*

Vessels chargeable with Light Dues, rate of light dues, and frequency of payment.—*contd.*

Vessels chargeable.	Rate of light dues.	How often chargeable.
Class V.		
All steam vessels from Aden bound direct for Colombo and from Colombo direct for Aden.	1 pie per ton ...	Once during a voyage.
Class VI.		
All steam vessels calling at any port in British India whilst engaged on voyage to or from any port outside India which in the ordinary course of such voyages would pass within sight or range of any of the coast lights in the Madras Presidency and which do not fall within any other class.	12 pies per ton ...	Once per voyage per group, one payment to exempt from further payment for thirty days.
Class VII.		
All sailing vessels of 15 tons and upwards coasting or otherwise arriving at or departing from any port in the Madras Presidency.	8 pies per ton ...	Once during a voyage for each group. One payment to exempt from further payment for thirty days.

BOMBAY CHAMBER OF COMMERCE, 22nd January 1901.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Calcutta.

SIR,—Under the directions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 5944 S. R., dated 30th November 1900, and accompaniments relating to the proposed scheme for the construction and maintenance of additional lighthouses on the coasts of the Madras Presidency.

(2.) I am to say that my Committee in the first place consulted the leading shipping authorities of this port and thereafter appointed a Special Committee to consider the whole proposals in the light of the opinions so elicited.

(3.) I am now directed to inform you that my Committee having received the Report of the said Special Committee, are of opinion that while additional lights, if constructed and maintained without additional charge upon shipping, would necessarily afford some convenience, there has been put before them no evidence to show that such additional lights are in any sense necessary.

(4.) The Committee would therefore strongly deprecate the construction of lights under conditions entailing a superfluous tax upon the vessels using the Port of Madras already so heavily burdened with charges ; and, while desirous of maintaining a general protest against the proposed measure, would in particular object to the taxation of vessels sailing from Aden to Colombo direct.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX JJ.

PERSIAN TRADE.

7th April 1901.

From Major G. CHENEVIX-TRENCH, H. B. M. Consul, Seistan, to the SECRETARY CHAMBER of COMMERCE, Bombay. (Birjand Address C/o the Hon'ble the Agent to the Governor-General, Quetta.)

SIR,—I have the honour to acknowledge with thanks the boxes of samples which you have kindly forwarded to my address from members of your Chamber of Commerce.

The boxes which were delayed on the way here have only now reached me. This will account for the length of time which elapsed since you sent the boxes from Bombay.

I opened the boxes in Birjand, a centre of trade in Eastern Persia.

The samples exerted the liveliest interest among the local merchants, especially the samples of black cloth.

I have every hope that orders will ensue from your action.

The general regret of the merchants was that the samples were not the actual goods. If they had been large quantities would have been sold at once.

The Persian is still a stranger to India and hesitates before he undertakes a long journey to a strange land to buy what he wants.

Previously he has journeyed to his sea coast, and bought whatever goods were brought there by brokers.

A journey by sea is usually dreaded by Persians. In the absence of any overland route, such as now exists, intercourse between India and Persia was, therefore, comparatively small.

Eventually the new overland route will draw many Persians to India.

In the meanwhile the Persian hopes, as I also hope, that enterprising Indian merchants will bring their goods by caravan to Persia, returning with the exports of wool, ghee, almonds, pistachiu nuts, silks, dried fruits, &c.

The Persians, who are quick at learning, will soon make use of the overland route in order to carry on a mutual trade to the benefit of both India and Persia. I have now only to convey to your Chamber of Commerce the thanks of the trading community of Eastern Persia for the interesting samples which you have sent, and to express, what may be a natural desire, but is nevertheless a flattering wish on their part, viz.,

that the richer Indian merchants should be the first to cross the overland bridge which now exists between the two countries.—I am, &c.,

G. CHENEVIX-TRENCH, MAJOR, H.B.M. Consul.

QUETTA, 9th April 1901.

From Major G. CHENEVIX-TRENCH, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter, dated 7th April, I have the honour now to convey to you what is the unanimous wish of the Persian trading community of this part of Persia, viz., that to each large town should arrive weekly Bombay quotations of such articles as you have sampled; also of such articles as are exported from Persia to Bombay.

In order that these quotations should be thoroughly intelligent to every Persian, it is absolutely necessary that they should be written in modern Persian. English is quite unknown in this country, even English or Indian weights and measures are but slightly understood.

In order to meet this want, I can suggest no better method than that you should arrange to have a *weekly circular* printed in Bombay in Persian, giving the exact information which you have given in your schedule forwarded with the samples and that you should arrange to post weekly this circular either to the British Consular officers in Persia, on to leading Persian and other merchants, whose addresses may from time to time be given you.

At first there may appear some difficulties, but I hope that the following suggestions will remove them. The difficulty of finding any one who can acurately translate the information required.

For this work, I would suggest your applying to Mirza Abdul Wahab, Shirazi, of the Gulzar Huseini Press, the originator of the Persian quotation leaflet attached to your English schedule.

This Persian leaflet prepared by the Persian Community in Bombay arrives weekly at the towns of Southern Persia, and is as one leading merchant described it to me, the lamp of the trader.

The Persian translation of the quotations which we now want should give all the information which this one does, but should be an improvement on it, and give more information, which information can be increased, as time goes on, and trade expands.

With this Persian leaflet as your guide, and with the co-operation of the Persian Mirza Abdul Wahab Shirazi, there should be no difficulty in issuing a circular in Persian giving all the information contained in your English schedule, besides what is already supplied in the leaflet, nor

should there be any difficulty in arranging that it should be printed, seeing that the Persian press of Gulzar Huseini must be known to you.

As regards financial difficulties, I am prepared at present to meet the cost of 800 copies weekly, and the postage of the same. Eventually arrangement may be made to charge the cost to the traders receiving the circular, or possibly the Chamber of Commerce itself would be prepared to defray some of this cost which is entirely in the interests of the trading community in Bombay.

In any case you will not let financial difficulties stand in the way in order that we may give the advertisement a fair trial.

Next as to the form of the circular.

It should be cheaply printed, but should be more attractive than the existing leaflet. It should besides have some distinctive English mark.

Whether this should be : "Bombay market quotations written in English (and Persian) across the top or whether it should have a coloured Union Jack on the top, or a small map of India, Persia and Afghanistan with the chief towns shown or a picture of a ship or a view of Bombay, I would leave to you.

In order to make the leaflet authentic it should bear some English signature at the bottom, either printed in English type, or be a *fac simile* of your own signature.

On your own schedule I have suggested some additions, and you will probably think of others. There occurs to me several ways in which such a pamphlet might in the future be amplified ; by Consuls in Persia suggesting additional information required by the pamphlet itself and become a medium for conveying to Indian and Persian merchants views of new routes, &c.

Advertisements might eventually pay the entire cost of the publication.

As you have already afforded so much help in advertising the overland route to Persia, I am presuming that you will carry out this idea of spreading correct information regarding Bombay and Persian quotations at first throughout Southern and Eastern Persia, and eventually throughout the whole of Persia.

The following is the distribution I propose for the 800 copies I estimate are at present required.

To H. B. M. Consul-General, Meshed, address c/o. the Hon'ble the Agent to the Governor-General, Quetta	... 200
To H. B. M. Vice-Consul, Seistan, address as above ...	... 200
To H. B. M. Consul-General, Bushire, Persian Gulf ...	... 200
To H. B. M. Vice-Consul, Bunder Abbas, Persian Gulf	... 100
" " " " " " Mahomerah, Persian Gulf ..	... 100
Total	... 800

I shall I hope shortly be at Meshed, which place is in telegraphic communication with Bombay. I should be obliged if you would telegraph to me whether you are able to carry out the idea contained in this letter, and let me know the probable cost of issuing the publication for 6 months.

I hope that this latter enterprize may meet with your approval and support, and that it may become a means of checking the rival commercial invasion of Southern Persia by Russia.—I am, &c.,

G. CHENEVIX-TRENCH, MAJOR.

NORTH-WESTERN RAILWAY.

RATE CIRCULAR No. 104.

Rates for Goods depatched from Kurrachee to Quetta for export to Persia by the Seistan route.

With effect from the 1st April 1901, a rebate equal to ⅓rd of the freight paid will be given on all goods, such as Tea, Spices, Piece-goods, Iron, Kerosine oil, Sugar, Brass and Copper, &c., booked and carried from Kurrachee City or Kiamari to Quetta for export to Persia by the Seistan route.

At the time of booking the consignor will declare on the consignment note that the goods tendered are for export to Persia *via* Seistan, and charges will be made at the ordinary rates as usual. Subsequently on production of a certificate of the Agency Office at Quetta that the goods have been actually despatched to Persia, via Seistan, the rebate referred to above will be granted as early as possible by the District Traffic Superintendent, Quetta.

By Order,

TRAFFIC SUPDT.'S OFFICE, E. F. JACOB, Traffic Supdt.
Lahore, dated 26th March 1901.

NORTH-WESTERN RAILWAY.

RATE CIRCULAR No. 135.

Rebate on Goods booked to or from Quetta for Traffic to or from Persia via Seistan.

RATE CIRCULAR No. 104 OF 26TH MARCH 1901.

With effect from the 1st May 1901, a rabate equal to ⅓rd of the actual freight paid will also be allowed on all goods received at Quetta *from*

Persia by the Seistan route, and despatched thence *to* Kurrachee City or Keamari or *to* N.-W. Railway stations in the Punjab and N.-W. P. or stations on connected lines, under a certificate from the Agency Office at Quetta that the goods in question have actually come from Persia.

2. With effect from the same date in local-booking, and from 1st June 1901 in through-booking with foreign lines, a similar rebate will be granted on the goods specified below when booked and carried *from* the stations named *to* Quetta for export *to* Persia by the Seistan route, *viz* :—

Commodities.	Station from	Station to	Ordinary tariff rates per maund to be charged in the first instance.
			Rs. a. p.
Tea at R. R.	Shikarpur	Quetta.	0 9 4
Tea in bags or boxes at O. R..	Pathankot and *via* Pathankot for traffic from Out-agencies	Do.	1 2 2
Do. do. ...	Saharanpur and *via*	Do.	1 2 6
Do. do. ...	*Via* Delhi	Do.	1 2 8
Do. do. ...	Mooltan Cantt. ...	Do.	1 2 2
Indigo	Do. City ...	Do.	O R 1 13 5 R R 2 4 8
Do.	Do. Cantt. ...	Do.	O R 1 13 4 R R 2 4 7
Do.	Sukkur Bunder ...	Do.	O R 0 13 9 R R 1 1 0
Leather, manufactured ...	Amritsar	Do.	2 10 8
	Lahore		2 8 11
	Hyderabad (Sindh).		1 8 2
	Via Delhi		2 15 6
	Gujranwalla ...		2 11 3
	Sialkot		2 11 9
	Mooltan City ...		1 13 5
	Sambrial		2 11 1
Chillies	Amritsar	Do.	1 5 4

3. In case of goods received *from* Persia, the consignor will declare on the consignment-note, and produce at the time of booking a certificate of the Agency Office at Quetta to the effect that the goods tendered have actually been received there *from* Persia *via* Seistan for despatch *to* Kurrachee or Kiamari or *to* stations in the Punjab. The Station Master at Quetta will make a similar note on the original invoice and Railway receipt, and will also forward the original certificate of the Agency Office tendered by the consignor to Station Master at destination where the rebate referred to above will be granted by the District Traffic Superintendent concerned as early as possible. But in the case of goods booked *to* Quetta for Persia, the consignor will declare on the consignment-note that the goods tendered are for export *to* Persia *via* Seistan, and subsequently on production of a certificate issued by the Agency Office at Quetta, that the goods have actually been despatched to Persia *via* Seistan, the rebate referred to above will be granted as early as possible by the District Traffic Superintendent.

By Order,

C. J. KEENE, Offg. Traffic Superintendent.

TRAFFIC SUPDT.'S OFFICE,
LAHORE, dated 3rd May 1901.

NORTH-WESTERN RAILWAY.

RATE CIRCULAR No. 207.

Rates over E. I. and O. & R. Railways for Goods booked to Quetta en-route for Persia via Seistan and vice versa.

With effect from the 1st August 1901 in through-booking with these Lines, the following concessions in rates will be granted by the E. I. and O. & R. Railways on goods traffic to or from Persia by the Seistan route:—

Oudh and Rohilkhand Railway.—All traffic between O. and R. Railway stations and Quetta, via Delhi and via Saharanpur, which is declared on the forwarding notes as for Seistan and Persia, via the Nushki route and *vice versa* will be charged 1-3rd lower freight than the Tariff rates, provided the minimum rate of the class is not infringed.

East Indian Railway.—A similar rebate as allowed by the N.-W. Railway, *vide* paras. 1 and 2 of Rate Circular No. 135, dated 3rd May

1901, will be granted by the E. I. Railway. The procedure with regard to grant of rebate and declaration of goods on the consignment-notes, &c., laid down in para. 3 of Rate Circular No. 135, dated 3rd May 1901, will be followed also in booking goods to or from E. I. Railway stations.

C. J. KEENE, Offg. Traffic Superintendent.

TRAFFIC SUPDT.'S OFFICE,
LAHORE, dated 31st July 1901.

QUETTA, dated 3rd September 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my Circular letter of the 6th August 1901, I would be much obliged if you would cause the enclosed notes regarding trade with Persia and the Persian Passport regulations to be circulated as widely as possible among such members of your Chamber of Commerce as are interested in the Nushki Seistan trade route.—Yours, &c.,

F. C. WEBB-WARE, CAPTAIN, I.S.C.,
Political Assistant, Chagai.

(*a*) For purposes of calculating the 5 per cent. *ad valorem* duty which is payable on all goods crossing the frontier into Persia, the Persian Customs Officials insist on the production of the original invoice and decline to accept true copies.

(*b*) All invoices should be clearly written in English.

(*c*) Merchants forwarding goods to Persia will find that it will save much time and delay if they take the precaution of having their invoices attested by a properly qualified official in the town or place from which the goods are despatched.

(*d*) The importation of arms and ammunition into Persia is strictly forbidden.

(*e*) It has been decided that the meaning of the term 5 per cent. *ad valorem* is 5 per cent. on the original invoice value of the goods plus 5 per cent. on the freight charges to the Persian frontier, in other words, 5 per cent. on the value of the goods at the point they enter Persia.

(*f*) The Persian Customs Department reserve the right of buying in any goods which they consider are declared below their proper value.

(*g*) By a Persian law, which came into force on the 3rd April 1901, all inland Customs houses and transit and other dues paid on imported goods transported from place to place in Persia have been abolished, and a Rahdari tax of 22 shahis per load of 1,200 kilos, or approximately per 240 lbs. has been instituted, the tax being taken on the departure of goods from the Frontier and is payable by the carriers—the Rahdari tax is leviable in addition to the duty of 5 per cent. *ad valorem* which the Persian Government takes under the present international customs Convention.

Although Persian law prescribes that the Rahdari tax is payable by carriers, yet merchants forwarding goods to Persia via the Nushki Seistan route will be called on to pay the tax themselves, unless the agreement they have entered into with carriers in Quetta expressly stipulates the contrary.

PASSPORTS.

(*a*) Passports can be obtained on application to the first Assistant to the Hon'ble the Agent to the Governor-General in Beluchistan, and on a payment of a fee of one rupee per passport.

(*b*) To save delay applicants for passports are recommended to apply to the First Assistant to the Hon'able the Agent to the Governor-General in Beluchistan one clear month before the date they are timed to arrive in Quetta enclosing the accompanying form D duly filled in and stating the date of their arrival in Quetta, and what their address will be there.

(*c*) No passport will be issued to Natives of India unless they come to Quetta provided with identity of certificate made out in the form attached, and countersigned by the Deputy Commissioner of their district.

(*d*) The Persian passport regulations, dated 1st March 1900, provide that every foreigner who may wish to travel in Persia must shew his passort on entering Persian territory, and if the passport is not provided with the *vise* of a Persian Consular Officer, he must obtain the *vise* and pay the fee of 12 krans prescribed (labourers 4 krans).

(*e*) Articles 12 to 15 of the Persian order in the Council of 1889, lays down that every non-resident British subject arriving in Persia at a place where a Consular Officer is maintained shall register himself within a month of his arrival in a special register to be kept for the purpose, and obtain a registration certificate paying a fee of 2-6 for the same, and that no one not so registered is entitled to sue or to receive the support or protection of a Consular Officer.

F. C. WEBB-WARE, CAPTAIN, I. S. C.,
Political Assistant, Chagai.

D

Form to be filled in by an Applicant for a Passport.

---

1. Name _____
2. Residence _____
3. Profession _____
4. Age _____
5. Place of birth _____
6. Domicile _____
7. Nationality of Parents _____
8. Proceeding to _____
9. For the purpose of _____
10. Proposed period of absence _____
11. Members of the applicant's family accompanying him, and to be included in the same Passport.

Certificate granted for the purpose of indentification.

Name (in English and Urdu.)	Father's name.	Class.	Residence	Occupation.	Age.	Distinctive mark.	General Remark.
			Town or village.				

NORTH WESTERN RAILWAY.

NOTICE.

Rebate on Goods booked to or from Quetta for traffic to or from Persia via Seistan.

A rebate equal to ⅛ of the actual freight paid (N. W. Ry. proportion only) will be allowed on all goods booked and carried *from* Kurrachee City or Kiamari to Quetta for export *to* Persia or received at Quetta *from* Persia by the Seistan route, and despatched thence *to* Kurrachee City or Kiamari or *to* N. W. Railway stations in the Punjab and N. W. P. or stations on connected lines, under a certificate from the Agency office at Quetta that the goods in question have actually been bookedto Persia or have come from Persia *via* Seistan.

2. A similar rebate will be granted on the goods specified below when booked and carried *from* the stations named *to* Quetta for export *to* Persia by the Seistan route, *viz.* :—

COMMODITIES.	Station from	Station to	Ordinary tariff rates per maund to be charged in the first instance.
			Rs. a. p.
Tea at R. R.	Shikarpur	Quetta.	0 9 4
Tea in bags or boxes at O. R..	Pathankot and *via* Pathankot for traffic from Out-agencies	Do.	1 2 2
Do. do. ...	Saharanpur and *via*	Do.	1 2 6
Do. do. ...	*Via* Delhi	Do.	1 2 8
Do. do. ...	Mooltan Cantt. ...	Do.	1 2 2
Indigo	Do. City ...	Do.	O R 1 13 5 R R 2 4 8
Do.	Do. Cantt. ...	Do.	O R 1 13 4 R R 2 4 7
Do.	Sukkur Bunder ...	Do.	O R 0 13 9 R R 1 1 0
Leather, manufactured ...	Amritsar	Do.	2 10 8
	Lahore		2 8 11
	Hyderabad (Sindh).		1 8 2
	Via Delhi		2 15 6
	Gujranwalla ...		2 11 3
	Sialkot		2 11 9
	Mooltan City ...		1 13 5
	Sambarial		2 11 1
Chillies	Amritsar	Do.	1 5 4

NOTE.—In through-booking with Foreign Lines the above arrangement will have effect from 1st June 1901.

3. In case of goods received *from* Persia, the consignor will declare on the consignment-note, and produce at the time of booking a certificate of the Agency office at Quetta to the effect that the goods tendered have actually been received there *from* Persia *via* Seistan for despatch *to* Kurrachee or Kiamari or to stations in the Punjab, N.-W. P. and stations on Foreign Lines. The Station Master at Quetta will make a similar note on the original invoice and Railway receipt, and will also forward the original certificate of the Agency office tendered by the consignor to Station Master at destination where the rebate referred to above will be granted by the District Traffic Superintendent concerned as early as possible. But in the case of goods booked *to* Quetta for Persia, the consignor will declare on the consignment-note that the goods tendered are for export *to* Persia *via* Seistan, and subsequently on production of a certificate issued by the Agency office at Quetta, that the goods have *actually* been despatched to Persia *via* Seistan, the rebate referred to above will be granted as early as possible by the District Traffic Superintendent, Quetta.

By Order,

C. J. KEENE, Offg. Traffic Superintendent.

TRAFFIC SUPDT.'S OFFICE,
LAHORE, dated 20th May 1901.

No. 1236.

DATED QUETTA, THE 2ND OCTOBER 1901.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my Circular notice, No. 1206, dated 30th September 1901, I forward for your information a copy of a Notification, I have received from His Britannic Majesty's Consul in Seistan, regarding the payment of Customs dues.—Yours, &c.,

F. C. WEBB-WARE, CAPTAIN,
Political Assistant, Chagai.

The Officer in charge of the Customs Department in Seistan, has issued a notice to the following effect :—

I. All Caravans for Birjand and Mashad must pay Customs dues in Seistan. This cannot be done in Birjand or Mashad.

II. Original invoices and money to defray Customs charges must be produced in Seistan.

III. Caravans cannot take the direct route from Killa Robat to Birjand, but must make the detour Seistan.

IV. Goods not cleared from Customs within eight days of arrival will be charged demurrage.

V. Two months are allowed for transit of goods from Seistan to Birjand and three months from Seistan to Mashad.

F. C. WEBB-WARE, CAPTAIN,
Political Assistant, Chagai.

No. 1268 OF 1901.

QUETTA, 4th October 1901.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—In contipuation of my Circular letter No. 1236, dated the 2nd October 1901, I have the honour to attach a translation of a law recently passed by the Government of Persia and would be favoured by your recording the same for the information of such of your members as are interested in Persian trade.

Might I enquire whether your Chamber of Commerce is advised on the subject of Persian trade and also whether you wish me to supply you regularly with such information regarding this trade as is calculated to prove of interest to the members of your Chamber of Commerce.

F. C. WEBB-WARE, CAPTAIN,
Political Assistant, Chagai.

(COPY)

Law abolishing Inland Custom Houses in Persia.

Thanks be given to the Supreme Being and praises to His Holy Prophet, to his family and to his companions. We, Mozaffer-ed-Din, King of Kings, Supreme Sovereign of the Persian Empire.

Considering that in the best administered countries of Europe and notably in Russia, inland custom houses have long been abolished and that the result has been a considerable decrease in the price of food for the people and a great development of trade, and wishing to assure these benefits for our people and at the same time to regulate the custom duties on goods, both imported and exported, as well as the collection of the "raghdari" taxes, so as to put an end to the abuses

which had been introduced by farmers of customs in the old days and to establish an equality among the different categories of merchants who trade in our empire.

For these ends we have ordered this law to be made :—

1. The Custom houses in the towns of the Persian Empire for the collection of octroi dues of khanate, meidan, and kapanadari or other similar taxes are and will in future be abolished and it will not be permitted to any Governor or to any other person to re-establish the said collections either directly or indirectly so far, be it understood, as these appertained formerly to the revenue of the custom house.

2. The duties on goods imported from abroad into this country, and on goods exported from this country are uniformly at 5 per cent. "ad valorem" in accordance with the rule established in the year 1246 of the Hejire by our glorious predecessor Fa-i-Ali-Shah, whose memory is sacred.

This rule does not apply to the trade of those countries with which Persia has concluded Treaties fixing the import and export duties at higher rates than 5 per cent. of their value.

The above is also subject to the condition of the prohibitions of import and export established by the Law of the 5th Ramzan 1317.

3. The "raghdari" road duties which from time immemorial have been demanded from muleteers and other transport agents who make use of Government roads are uniformly fixed at 22 chais for a mule load weighing 40 batmans of 640 miskals.

Loads of a greater or lesser weight will be fixed according to the real weight in proportion to the rates indicated.

It is expressly stipulated that the present tax is established on the loads of muleteers and other transport agents in order to compensate for the expense of construction, upkeep and guard of the Government roads, and it must be paid directly by the muleteers and other transport agents, and in no instance can it be evaded whatever be the rank or nationality of the individuals from whom the transport is being carried. In order to facilitate the collection of the tax and to prevent its being demanded more than once for the same transport, we command that with regard to the carriage of goods imported from abroad even if for direct export to other countries or of goods sent from the interior of the country to a transport office for exportation, the tax is to be levied by the employés of the import office or by the employés of the export office, and

these officials are bound to deliver the receipts to the persons interested. The production of these receipts will obviate any further repayment.

The "raghdari" or road tax is to be specially charged on all beasts of burden and carts. In the case of refusal of immediate payment the beasts of burden and the carts are to be retained; but as was formerly the case it is strictly forbidden that tax collectors should keep the goods confided to the muleteers or carriers as a pledge.

We formally declare that throughout our Kingdom "no raghdari" tax can be levied by any one except by those who have been specified in this article. With the solitary exception of those taxes which are already or which will be fixed in the future for the transport on those roads which have been constructed by special order and for which special authority to levy taxes has been given to the contractors.

4. This law will come into force from the 12th Zilhadjeh 1318.

Our Sadrazam is commanded to have it promulgated in all towns of the Empire and to give the necessary orders for its enforcement to the Customs Department.

No. 1409.

QUETTA, 25th October 1901.

To the EDITOR, "INDIAN TEXTILE JOURNAL," Bombay.

SIR,—My attention has been drawn by the Bombay Chamber of Commerce to the paragraph in your issue of September 1901, in which it is alleged that the Nushki-Seistan trade route is a "fraud," that "two parties of traders from Bombay were recently robbed and sent back minus goods and money," that there is no route "properly speaking" and that "the authorities at Quetta can offer neither assistance nor protection to travellers," and in reply to their communication I have assured the Bombay Chamber of Commerce that the writer of the paragraph cannot substantiate his statements. By stating that the writer cannot substantiate his statements the meaning I desire to convey is that all four statements are equally inaccurate, I will now proceed to point out.

(*a*) Might I enquire how the writer of the paragraph can reconcile his statement that the trade route is a "fraud" with the yearly returns of trade which I give below :—

1897-98	....	Rs. 5,89,929
1898-99	....	„ 7,28,082
1899-1900	....	„ 12,35,412
1900-1901	....	„ 15,34,452

You will note that the value of the trade which has passed along the Quetta-Seistan trade route has doubled during the last two years.

(*b*) The writer of the paragraph would confer favour by furnishing the Baluchistan Agency with the names of some of the members of the two parties of Bombay merchants who were robbed of their goods and money as nothing is known in Quetta of either of these incidents.

(*c*) Sartip Mir Masum Khan, son of the Governor of Seistan, who paid India a visit last cold weather, drove two carriages back to Seistan along the Kutcha road which connects Nushki with Seistan and some of the British Consul in Seistan's servants drove up to Seistan in an ekka—this supplies the most suitable answer as to whether there is or is not "a route properly speaking."

(*d*) Regarding the alleged inability of the Quetta authorities to protect travellers it will suffice to say that since the route was thrown open to the public in May 1897 only one robbery has taken place on the caravan road. One robbery in five years on a frontier caravan road nearly 500 miles in length speaks for itself and shows whether the precautions taken by the Baluchistan authorities are effective or otherwise. I would explain that the victims of the solitary robbery referred to, were a party of pilgrims, men, women and children and not traders and that the leader of the robbers is now in confinement undergoing the just penalty of his crime.

The Government of India have taken the most elaborate precautions to protect travellers using the trade route with the result that during the last four years, although three raiding parties have been destroyed and all their members excepting three men shot, no single caravan with the one exception referred to, has ever yet been robbed and no traveller or trader has ever been attacked or maltreated.

If you will compare the statements made by your correspondent with the text of an address which a party of Patna Nawabs, who essayed the road a few months ago, presented on their arrival at Mashad to His Britannic Majesty's Consul General, which is printed in the "Pioneer" paper of the 7th, you will perceive that the writer of the paragraph criticized has been drawing on a "remarkably" fertile imagination.

I trust that in the next issue of your journal you will give the same prominence to this denial as you did to the paragraph taken exception to.

Yours, &c.,

F. C. WEBB-WARE, CAPTAIN,
Political Assistant, Chagai.

No. 1411 OF 1901.

QUETTA, 25th October 1901.

Copy of the foregoing is forwarded to the Secretary, Bombay Chamber of Commerce, Bombay, for information with reference to correspondence closing with his letter dated 4th October 1901.

F. C. WEBB-WARE, CAPTAIN,
Political Assistant, Chagai.

No. 1421.

QUETTA, 28th October 1901.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my Circular letter No. 1363, dated 19th October 1901, I attach for the information of such members of your Chamber of Commerce as are interested in the Nushki-Seistan trade route, a copy of a telegram which I have received from His Britannic Majesty's Consul General Mashad.—Yours, &c.,

F. C. WEBB-WARE, CAPTAIN,
Political Assissant, Chagai.

Copy of a telegram dated Mashad, the 25th September 1901, from Lieutenant-Colonel Chenevix G. Trench, I. S. C., Agent to the Governor-General of India and His Britannic Majesty's Consul General for Khorassan and Seistan, to the Honourable Colonel C. E. Yate, C. S. I., C. M. G., Agent to the Governor-General and Chief Commissioner in Baluchistan.

Customs now demand payment of dues for all places Persia at frontier Seistan (falsitos). Please inform merchants invoices necessary Seistan.

No. 1486.

QUETTA, 1st November 1901.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the honour to refer you to my Circular letter No. 868, dated 6th August 1901, announcing that a small institute for the exhibition of patterns of Indian manufactures has been opened in Quetta and to request that you will favour me by drawing the attention of the members of your Chamber of Commerce to the facilities which now exist in Quetta for the exhibition of samples of Indian manufactured goods.

I am in receipt of information from His Britannic Majesty's Consul General, Mashad, that some 2,000 camel loads of goods may be expected to arrive in Quetta in the course of the winter and H. B. M.'s Consul in Seistan has notified me that upwards of two thousand camel loads of ghee are waiting despatch from Seistan.

All the camels which bring goods to Quetta will take back Indian goods to Persia. I would therefore ask you to urge the members of your Chamber of Commerce to take advantage of the facilities which the new institute offers for bringing their manufactures to the notice of traders.

I would again call special attention to the importance of labelling all samples sent me with the prices landed in Quetta per maund, bale, etc., less the rebate which is granted on the railway freight of goods.

I am leaving Quetta on tour shortly, but samples despatched to me, c/o K. B. Mirza Mohamed Taki Khan, will be taken delivery by him and will be duly placed in the institute.—Yours, &c.,

F. C. WEBB-WARE, CAPTAIN,
Political Assistant, Chagai.

(CIRCULAR) No. 868, 6th August 1901.

QUETTA, July 1901.

GENTLEMEN,—The erection of a suitable building in Quetta for the accommodation of merchants and others interested in the Nushki-Seistan trade route and the appointment of Khan Bahadur Mirza Mahomed Taki Khan, an old and respected Government pensioner, with duties to safeguard the interests of traders arriving in Quetta and to aid them in disposing of their goods and making their purchases, has enabled me to put into practice a scheme I have long had under consideration and to provide a small institute in Quetta, where patterns of such goods as are in demand in Persia will always, in future, be kept on view.

The building selected is especially adapted to the purpose for which it has been provided, as it is within the limits of the Caravansarai and is thus immediately in view of every trader arriving in Quetta.

I beg to request that you will favour me by requesting such members of your Firm as are interested in trade with Persia to forward me, carriage paid, specimen patterns of the goods they manufacture, taking care to label each pattern in English, Urdu and Persian with the manufacturer's name in full, the initial cost of each article per maund, bale, &c.,

as the case may be, the carriage to Quetta as well as any other incidental charges, and such other information as can be compressed into a small space, and will prove of advantage to would-be purchasers.

I would request you to explain to the members of your Firm that within a reasonable limit they cannot forward too many patterns, as the requirements of Persian trade are as numerous as they are varied and include such goods as tea, indigo, piece goods of every description and variety, ironmongery, glassware, cutlery, jewellery, watches, saddlery, leather goods of every description not excluding ladies kid boots and shoes, glassware, paper, cigarettes and tobacco, fancy goods, &c. In a caravan which recently left Quetta were included amongst other goods iron bedsteads, mincing machines, stained glass windows and bicycles.

I would note that when calculating railway freights to Quetta the rebates on the freight of goods granted by the North-Western Railway and other railway systems should necessarily be duly considered.

Messrs. McIver McKenzie of Karachi and Mr. D. McBean of the Quetta Branch of the Punjab Bank are prepared to act as forwarding Agents.

I would lastly beg you to give the widest possible circulation to this letter.

F. C. WEBB-WARE, CAPTAIN, I.S.C.,
Hon. Member, Karachi Chamber of Commerce,
Political Officer in charge of the Quetta-Seistan trade route.

QUESTIONS AND ANSWERS REGARDING THE QUETTA-MASHAD TRADE ROUTE *via* NUSHKI AND SEISTAN.

1. *What is the distance between Quetta and Mashad.*

1. 1011 miles if the short route via Neh, Birjand, Turbat-i-Shaikh Jam and Karez is followed.*

The route through Birjand is considerably longer, but passes through towns and villages. Birjand itself is a large trading centre, which is dependent on India.

What is the distance from Bandar Abbas to Mashad?

966 miles. This route has the disadvantage of passing through one of the hottest parts of Persia, and is consequently only open during the

* The customs Agent in Seistan insists on caravans marching from Killa Robat to Nasratabad, thus lengthening the journey from 1011 miles to 1137 miles.—F. W.

About 12 annas per camel.—F. W.

winter months. This road, passing, as it does, through the Baluch country, is by no means safe. The Seistan route on the other hand passes for a large part through British territory, where it is well protected. There is a Vice-Consul in Sistan to look after the interests of the trade.

What are the customs regulations in Persia and how is the department organized?

The customs department in Persia is in charge of the Belgians. 5 per cent. *ad valorem* is payable by all foreign subjects on inports and exports. In order to calculate the value of an article traders are called on to produce their original purchase invoices, and the customs department adds to these prices the cost of transport from Bombay (or intermediate place) to Seistan and calculates the 5 per cent. on the total value. It is best to have the invoice from India certified to by a British official. This saves discussion, and is preferred by the customs official. The charge of 5 per cent. on the cost of transport at first appears to be an unusual charge, but it is according to Persian regulations and must be adhered to. It obviously affects heavy goods more than articles of luxury. A representation has been made to H. M.'s Minister enquiring whether the regulations ordering that the cost of transport be added to the invoice price of the article, cannot be amended.

There is a further somewhat vexatious regulation regarding the cost of transport of such goods as are not declared at the frontier, but are brought to towns like Mashad and duty paid there. These are charged an additional 5 per cent. on the cost of transport from the frontier to the town.

It is not always convenient for traders to pay their customs dues at the frontier; they prefer to pay at the destination of the goods, and on receipt of same. The order, however, exists and has to be obeyed. In addition to the 5 per cent. ad valorem tax, a "rahdari" tax, is paid at the rate of 22 shahis per mule load of 40 Tabrizi mans. British subjects are called on to pay this "rahdari" tax, but under protest. H. M.'s Minister has not yet issued orders whether this tax is to be enforced by the Persian Government. Monsieur Molitor of the Belgian customs department is in charge of the Seistan customs. He will submit a report shortly as to the best means of organising bureau or posts for the collection of customs dues.

Seistan being surrounded by open deserts, and having an open frontier, is a difficult place to so arrange posts so that caravans will not easily evade them and yet place them that they will be convenient to trade. It

will take some time to organize those posts; and in the meanwhile the customs department is to do its best to collect its dues. It is hoped that British traders will facilitate the customs department. Godowns for the safe custody of merchants' goods will be built; for the present no such arrangements exist, for the Seistan route is still in its early stage.

What transport arrangements exist in India.

The only transport is of course camels. These can be obtained in Quetta, and will carry goods through to Mashad. It must however be remembered that both camels and camel men are very conservative and do not take easily to a new route. There is therefore often some difficulty in Quetta in obtaining transport. Captain Webb Ware, who is in charge of the road as far as Killa Robat on the frontier, is always ready to afford assistance. During the six winter months camels may generally be found in Seistan who will travel to Birjand and Mashad.

At Birjand it is hard to obtain camels. There are many of these, but they are generally formed into large caravans and travel during the winter months to Bandar Abbas. This route is fast giving place to the Seistan route, and there is little doubt that the camels which formerly went to Bandar Abbas will carry goods to Quetta by the Seistan-Nushki route.

What is the cost of transport.

The cost of transport of course varies. Nothing is fixed in Persia. The time of the year, the demand for camels, etc., necessarily affects the cost of transport. The average cost of the hire of transfort may be taken at Rs. 5 per Indian maund from Quetta to Seistan, Rs. 7-8-0 from Quetta to Birjand, and Rs. 10 from Quetta to Mashad.*

What means have Government taken for the protection of traders and travellers by the route.

The Nushki route, as far as Killa Robat, is guarded by levy sowars along the whole route. Arrangements are being made at each stage for the accommodation of travellers; wells have been dug, shelters are provided, shops with supplies exist at certain stages. There are Post offices established along the route, etc. Any one arriving in Quetta with his goods could easily ascertain all details about the road, which may be considered perfectly safe, and very easy to travel over. The three summer

* Rates for camel carriage are constantly varying. During August and September 1901 camels were engaged for Rs. 31-12-0 per head from Quetta to Birjand. A camel carries a load of 5 maunds of 400 lbs.—F. W.

months are of course hot and dry. The three winter months are windy and cold ; and during the spring some rain may be expected.

The autumn months are the most favourable for travelling.

Name of Government Agent in Quetta for furthering the interests of traders.

In Quetta there is a well appointed caravan serai for the use of travellers and traders. Khan Bahadur Mirza Muhammad Taki Khan is in charge of this caravan serai. Questions regarding transport and details of the road should be addressed to him.

Muhammad Ali brothers who have been the chief pioneers of the Nushki route are ready to forward any goods to Persia and to act as commission agents. They may be relied upon as a trustworthy firm.

Whether it is safe for Hindus to travel in Persia.

In a Muhammadan country like Persia, Hindus are not much known and may be looked on at first with some suspicion. The Persian, however, is a great trader, and not of a quarrelsome nature so will readily take to Hindus visiting his country. Hindus themselves should be careful to be polite and not over-exacting from Persians, who are not acquainted with the customs of the Hindu religion. I can safely however promise absolute safety to all British subjects in Persia whether Muhammadans or Hindus.

What European traders are there in the market.

At present there are no European traders in the market, though three or four are preparing to send caravans during the winter to Meshed.

Whether land can be obtained for building shops.

Yes, all British Indian traders are entitled to obtain land in Persia. In Mashad the hiring or the building of a shop is as simple as it would be in India. In Seistan where the land is crown property there has been some difficulty. Land for building has never before been wanted and the Persian Government in Tehran now think it a good opportunity to charge highly for valueless land in Seistan. While the argument goes on about the price, there is some difficulty in obtaining sanction to build. As much as 6 krans for one square Persian Zirah (40 inches) has been named. In the town of Mashad the cost of land varies and may be much higher than what is suggested for land in Seistan. The difficulty about obtaining sites for buildings will shortly be remedied, for it is receiving the attention of H. M.'s Minister.

Length of time necessary to travel from Quetta to Seistan and Seistan to Mashad.

A caravan from Quetta to Seistan takes 35 to 40 days. A traveller can cover the same distance in about 25 days.

From Seistan to Mashad a caravan takes 20 days by the direct route. A traveller can do it in 15 days.

A caravan takes 10 days from Seistan to Birjand.

Is there a field for private enterprise.

There is undoubtedly a great field for private enterprise. The Persian readily buys all articles of luxury as long as they are English.

It is impossible to give a list of the many and miscellaneous articles which the Persians readily buy. I should say that Mr. Whiteaway Laidlaw's shop in Calcutta stocked as it was, would be much suited for the market of Mashad, and for the smaller towns in a lesser degree. The Persians readily buy all novelties, preferring always to buy something new to what he has been accustomed to. Persian ladies are all adopting European dress.

All articles of ladies dress, jewelry, etc., find a ready sale in Persia. Indian durzees who could make ladies' dresses would find a great scope for their work. Shops in Persia should have some good durzees attached to them.

Of the articles most likely to find a market in Persia tea, indigo, cloth, and piece-goods come first. Tea is universally drunk in Persia, and can only be brought from India. The Persian is very particular about his tea and will pay for higher qualities. Green tea is quite out of fashion in Persia* ; black tea alone is drunk ; Indigo is in universal demand. The cheap sort from Mooltan has hitherto chiefly supplied the market. The better sort from Calcutta made up into bricks, which is easier to transport, would, I think, very soon oust the other from the market.

All the Persians dress in cloth and insist on having English cloth for which there is a constant demand, black cloth is the most popular. I would, however, strongly recommend traders to introduce the cheaper cloths from the Indian mills. They should find a market with those who cannot afford the more expensive English cloth ; piece goods in the North of Persia meet with severe competi-

* There however is a demand for green tea in Herat and Northern Afghanistan. Afghans preferring green tea to black.—F. W.

tion from Russians bounty fed trade. The Russian piece-goods are however of such poor quality that English piece goods compete on account of the quality if not on account of price. Among miscellaneous articles I may mention boots, shoes, clocks, perfumery, hardware, Kashmir work, such as scheen wara tables, kalamdans, etc., papier mache work, musical boxes, soap, toys, in fact Mashad is a new market to the Indian trader and a market which has until now been chiefly supplied from Russia, it is impossible to say what miscellaneous goods would not sell.

There is a European colony here of about 20 people all of whom want the ordinary requirements of Europeans in India. Berkefeldt filters, sparklets, and Indian solar topis are often badly wanted.

What assistance merchants with good references, can expect from British Consuls in Persia.

British Consuls are, of course, willing to give traders every assistance possible. Traders occasionally inquire whether British Consuls are in a position to advance them sums of money to trade with. British Consuls are not in a position to do this. Traders who want advances to trade with should apply to Government, and obtain an order for money before they proceed to Persia.

What arrangements are there for the transference of money between Persia and India.

The Punjab Banking Company, which has a branch in Quetta, is in correspondence with the Imperial Bank of Persia which has a branch in Mashad. Bills of exchange between these two banks can always be arranged. In Seistan the disposal and withdrawal of money is not so simple but the Government of India have authorized the British Vice-Consul there to issue Government supply bills to an unlimited extent on Bombay in exchange for krans. The Vice-Consul can also issue "barats" on Mashad. If receipts from the Quetta treasury are produced, the Vice-Consul would be in a position to pay traders money necessary for the payment of customs dues, or for the purchase of wool. At Birjand a very similar arrangement can be come to with the help of the Vice-Consul in Seistan.

The Imperial Bank of Persia is seriously considering the advisability of opening branches of their Bank in Seistan and in Birjand. This would be a great boon to traders. Traders must however remember that the more traders employ the Seistan route to Persia the greater the facilities there will be. At the same time the greater the facilities

the more numerous become the traders and the smaller are the profits. The Pioneers of such a trade route have the most trouble but the greatest profits.

Are there any Persian merchants who would do business with Indian merchants direct.

I do not think that, at present, any Persian merchants would carry on business direct with Indian merchants and the Persians, at present, know very little about India owing to there having been no land communication until recently between the two countries, neither know the language of the other. The Persian trader is accustomed to carry on his business in a lazy way, for he lives in a lazy way, he demands long credits, and his methods cannot be characterised as strictly honest. Indian trade with Persia will flourish when Indian traders settle in Persia and constitute themselves into Persian agents for Indian merchants. This question I am frequently asked, and always have to answer in the negative, though I know how dependent Persia is on India for much. I wait always for Indian merchants to establish themselves. I believe that there would be large profits to any European firm who established in the towns of Eastern and Northern Persia intelligent Indian managers or agents with capital, who would sell, in the first instance, miscellaneous articles and who would eventually take up the export as well as the import trade. The towns of Persia, being unfortunately a long way from the Indian centres more capital than the ordinary native of India possesses is required. This should be supplied by large English firms.

What are the prices obtaining in the Persian markets for the various articles suggested as being likely to sell and what are the ruling prices of such articles as are exported to India.

This is a question I am often asked and have as often to return an unsatisfactory answer. The conditions of trade in Persia are different from countries where railways and telegraphs play such a large part in fixing prices. In Persia, speaking generally, it is the season of the year and the supply of camel which affects prices. The Persian likes to speculate and corner consequently tea or indigo products always in demand will suddenly rise in price by leaps and bounds, caused by the lateness of a season or the delay of all the caravans from Bandar Abbas aggravated by a ring of Persians who are buying up all existing tea in the market. This price of course falls with a heavy slump on the arrival of caravans; such must always happen in a country where the supply of wants is met

by caravans coming a long distance and at fixed seasons only. So far Bunder Abbas has been the only route from India for the Mashad markets. A route which I have explained is only possible during the winter. The opening of the Seistan route will make a great change. This route is possible all the year round, so that the supply for the markets of Persia can be regularly maintained and we shall be in a position to quote prices. Indian merchants established in Mashad, in the first instance for the purpose of selling miscellaneous goods, will very soon concentrate the whole of the tea trade into their own hands. Although I am unable to quote, for the information of merchants, prices of a stable market, I am able to inform them that every Persian drinks tea, and that the whole of Persia is dependent on India for its supply.

As regards prices of other articles, it must be remembered that Mashad is an untapped market. The trade by Bandar Abbas was never excessive whereas it is probable, that all kinds of articles are likely to come into Persia by the Seistan route. Everything should be given a trial, remembering the predilection the Persian has for English made goods.

What chance has Indian sugar in the Mashad bazar.

I believe that India sugar has no chance of competing successfully against the bounty fed beet root sugar from Russia.

What are the duties on Indian tea exported from Persia to Russia.

In the first place tea exported to Russia through Persia, must be kept in bond during transit, *i.e.*, it must be declared at the Seistan frontier as destined for Russia, Afghanistan, or for Central Asia. The duties on tea imported into Russia have been of late raised. I believe that the information I am now able to give is correct.

Black tea, 1st quality.

From Roubles	Kopeks	To Roubles	Kopeks	Per pood.
25	„	31	50	11

Green tea, 1st quality.

14	„	26	40	11

Green tea 2nd quality.

6	„	18	„	11

I am informed that these rates for Central Asia have been raised to bring them into conformity with those existing in Russia and are equally applicable to the port of Batoum.

Equivalent weight and measures.

One pood = 36 lbs.
One Rouble = 5 Krans (varies with exchange)
One Rupee 3½ Krans („ „)
One Tabriz or Mashadman = 6¼ lbs.
One Seistan man = 13 lbs.

G. CHENEVIX TRENCH, LIEUTENANT-COLONEL,
H. B. M.'s Consul-General, Mashad, Persia.

Address, c/o The Hon'ble the Agent to the Governor-General, in Baluchistan, Quetta.

APPENDIX KK.

MANUFACTURE OF IRON AND STEEL IN INDIA.

No. 263 C. W., C. & I.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Coal and Iron.

CALCUTTA, 23rd February 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of the papers noted on the margin on the subject of the manufacture of Iron and Steel in India, and with reference to paragraph 4 of the Secretary of State's Despatch to request that you will be good enough to favour the Government of India with an expression of the opinion of the Chamber of Commerce as to whether it is considered advisable that Government should take any steps towards carrying out Major Mahon's proposals.—I have, &c.,

Major Mahon's report on the manufacture of iron and steel in India.
Secretary of State's Despatch No. 245 Rev., dated 9th November 1899.

O. C. LEES, Under-Secy. to the Govt. of India.

No. 245 REV., DATED 9TH NOVEMBER 1899.

From the SECRETARY of STATE for INDIA, (Lord George Hamilton) to the GOVERNMENT of INDIA.

I have considered in Council the interesting Report by Major Mahon, received with your Excellency's letter No. 29 (P. W. D.), dated the 21st September 1899, regarding the manufacture of iron and steel in India.

Iron and steel manufacture in India.

2. Major Mahon advises that Giridhi and Raniganj coal can produce good coke for smelting purposes, though most other Indian coals cannot; that the Chanda and Salem iron sources are the richest and most extensive; that some place on the Bengal sea coast near Calcutta would be the most favourable site for large iron works, which—wherever placed—would have to draw some of their materials from a distance; that India requires a yearly supply of 300,000 to 400,000 tons of iron and steel; that large works with modern plant ought to be able to produce and sell this quantity of iron and steel at a good profit, compared with the prices

of imported materials in 1898, and that further experiments with coal and iron ore in England are not required.

3. I consider the report to be a good and useful piece of work, highly creditable to Major Mahon, and I shall be interested to see how far his statements and deductions stand the test of expert and professional criticism. Copies of the report have been distributed in accordance with your wishes.

4. If in course of time India could produce at home all, or a large part of the iron and steel she requires, it would be a great advantage to the country and to her railways. After the report has been considered and discussed, your Excellency's Government will probably be in a position to advise whether any step should be taken to promote the establishment of large iron works at Port Canning or at any other favourable site in India.

BOMBAY CHAMBER OF COMMERCE, 22nd March 1901.

The SECRETARY to the GOVERNMENT OF INDIA, Public Works Department, Civil Works, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter, No. 263, dated 23rd February, covering a copy of Major Mahon's report on the manufacture of Iron and Steel in India and of the Secretary of State's despatch relating thereto.

I am directed to say that the Committee have read with great interest the report in question and have carefully considered the question you submit as to the expediency of Government's taking steps to give effect to Major Mahon's proposals; but that they could not recommend the conduct of such an experiment by the State. They instruct me to submit however that if sufficient publicity be given to the Report in question, and if the facts therein set forth be such as to establish in expert industrial judgment a reasonable hope of profit, it will be at once undertaken by private enterprise, which, in the opinion of the Committee, Government would do well to invite and encourage by every means.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX LL.

FIRES IN COAL STACKS.

No. 26446 of 1900.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 7th January 1901.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In forwarding the accompanying extract from a letter No. 4805 of 9th November last, from the Secretary, Port Trust, I have the honour, in view of the opinion therein expressed, to request the favour of your informing me whether you think the Fire Brigade should no longer be requisitioned for the extinguishing of fires in coal stacks except in special cases at the written request of owners.—I have, &c.,

W. L. HARVEY, Municipal Commissioner,
for the City of Bombay.

EXTRACT from a letter No. 4805 from the SECRETARY, BOMBAY PORT TRUST, dated 9th November 1900.

3. As regards watering it is considered that in most cases water aggravates the outbreak in its initial stage, and the proper way to extinguish the fire is to cut open the stack and spread the coal.

4. It might be suggested to the Municipal Commissioner that fire engines need not be sent to coal fires unless the owners of the coal make a special requisition and agree to pay for the water used; if this were made the rule there would be the less reason for interfering with existing arrangements, as the owners would then be the only losers.

BOMBAY CHAMBER OF COMMERCE, 10th January 1901.

W. L. HARVEY, Esq., I.C.S., Municipal Commissioner, Bombay.

SIR,—In reply to your letter No. 26446, dated 7th January, I have the honour to inform you that in the opinion of the Committee of the Chamber of Commerce, it is the duty of the Fire Brigade to attend coal fires as well as other fires, and that the action to be taken on the spot must rest with the officer in charge who would exercise discretion as to the necessity for using water or confining the efforts to the opening of the stacks. —I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX MM.

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

No. 1562—1901.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 2nd December 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—A question of considerable importance has recently been raised in this Port in connection with the delivery of goods for shipment. It is as to whether goods falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday should be delivered on the day previous to, or the day following, the Sunday or the Holiday, as the case might be.

The Committee, having taken legal advice on the subject, have ascertained that no legal decision has ever been given on the point at any rate in this Port. In their view, therefore, the point must be ruled by custom; and I am directed to enquire whether any ruling or established custom on the point in question exists in your Port. The Committtee are of opinion that it would be most desirable to establish an identical ruling for all Indian Ports with reference both to Sundays and Charter Party and Shipping Holidays; and they would be glad to know what the views of your Committee are on this question. The custom in this Port, in the view of the Committee, is that goods falling to be delivered on a Sunday should be delivered on the preceding Saturday.

The favour of an early reply will oblige.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 13th December 1901.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 1562, dated the 2nd December, in which you enquire as to the custom of this Port in the matter of delivery of goods that fall due for delivery on a Sunday or other holiday.

Your question is "whether such goods should be delivered on the day previous to or the day following the Sunday or Holiday, as the case may be." My Committee believe that only in respect of Cotton is either of the alternatives presented by you valid, since it is provided by the Rules of the Bombay Cotton Trade Association, Limited, that goods falling due on a Sunday or Holiday are deliverable on the day following. In the case of other articles, Sundays and other Holidays are not observed as such and merchants may be required to take delivery on a Sunday or a Holiday.

For a decision on this point I am to refer you to Indian Law Reports, Bombay Series, Vol. XV., 1891, p. 338, Bombay High Court Original Suit No. 229 of 1890, "where the Defendant, a European was sued for damages for non delivery of goods, and contended that he was not bound to deliver on Sunday. Held that delivery on Sunday was not unlawful and that in the absence of custom to the contrary the Defendant was bound to deliver the goods on that day if they had not already been delivered."

I am to add that my Committee would favour the institution of a uniform rule for all Indian Ports to the effect that goods due on a Sunday or other Holiday should be deliverable on the preceding day; and I am to invite from your Committee an expression of opinion as to the means by which such a reform might best be procured.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX NN.

SORTING OF OUTWARD AND HOMEWARD MAILS BETWEEN ADEN AND BOMBAY.

COLOMBO, 13th February 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by my Committee to enquire (1) if in the interests of your port the Government have an arrangement whereby the outward Mails are sorted between Aden and Bombay, and (2) if this is the case, what is the approximate extra cost to Government? It has been suggested that this Chamber move for a similar arrangement in regard to home and Australian Mails.—I am, &c.,

F. W. WALDOCH, Secretary.

BOMBAY CHAMBER OF COMMERCE, 13th March 1901.

The SECRETARY, CEYLON CHAMBER of COMMERCE, Colombo.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 13th ultimo and to subjoin the following information in regard to your enquiries :—

(1). The Outward as well as the Homeward mails are sorted on board the P. & O. steamers between Aden and Bombay. The cost of the total establishment maintained for the purpose is Rs. 3,540 per month. Besides this charge the subsidy paid to the P. & O. Company is higher because of the Bombay-Aden Sea Post Office being accommodated on board.

(2). As regards the Australian mails, the Post Office authorities in Bombay do not consider it at all necessary to establish a Post Office to sort them at sea. The mails are not heavy, and in consequence of the uncertainty of the date of departure

of the P. & O. Company's steamers from Bombay, it was decided some years ago to send the Australian mails daily to Tuticorin by rail and thence by means of the B. I. S. N. Company's steamers to Colombo. Correspondence for Australia has therefore for some years been sent from all parts of India daily to Colombo. The Post Office at Colombo maintains a well equipped Sorting Depôt, and no difficulty is therefore felt in expeditiously sorting the mails which are received there from Europe, America, India, the Straits Settlements, China, and Australia. The Colombo Office makes up mail bags for the different offices in Australia and sends them by the P. & O., Orient Line, Messageries Maritimes and Norddentschen Lloyd's steamers. The public in Bombay, to whom the exact date and hour of closing the mails is notified in the local newspapers, generally post their letters which are few in number on the day of departure of the P. & O. Company's steamers from Bombay, and these letters are made up in direct bags and sent to the Australian Colonies without the intervention of the Colombo Post Office. Mails from Australia are received via Colombo and are opened and sorted by the Post Office at Tuticorin. Neither the Inward nor the Outward mails suffer any detention at Colombo or at the Tuticorin Post Office.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX OO.

CULTIVATION OF GROUND-NUT SEED.

BOMBAY CHAMBER OF COMMERCE, 21st December 1900.

J. W. MOLLISON, Esq., Acting Survey Commissioner and Director, Land Records and Agriculture, Bombay (Poona.)

I am directed by the Committee of the Bombay Chamber of Commerce to draw the attention of Government to the very marked decline in the exports of groundnuts shown by the following returns :—

(*Exports of Groundnuts for the Financial Years, 1st April to 31st March from Bombay only.*) :—

1887-88	Tons	49, 099
1888-89	„	21, 653
1889-90	„	34, 518
1890-91	„	33, 635
1891-92	„	53, 355
1892-93	„	55, 036
1893-94	„	53, 223
1894-95...	„	78, 488
1895-96...	„	40, 162
1896-97...	„	14, 017
1897-98...	„	677
1898-99...	„	2, 753
1899-1900	„	2, 974
1st April to 30th November 1900		564

2. The information at the disposal of the Chamber tends to show that the gradual failure of the crop, which seems now to have almost reached extinction, is due to a considerable extent to degeneration of the seed.

3. A similar degeneration has been noticed in the seed obtainable on the Coconada side and Pondicherry. But it

appears that fresh seed, of what is known in trade as the Mozambique description, was imported last year into Pondicherry and sown in these districts; and the result is that this year they have an excellent crop in respect not only of quantity but also of quality. Indeed this new growth of groundnuts obtains a premium in Europe of about 10 per cent.

4. My Committee has therefore instructed me to represent to Government through you the expediency of importing a quality of Mozambique seed either from Mozambique direct or from Marseilles and of distributing the same, if need be, free of charge in the various districts producing groundnuts, such as Nasik, Sholapore, Barsi, Karad, Tasgaon, and other places.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. A-223 of 1901.

Poona, 22nd January 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter dated 21st ultimo, I have the honour to say that some action has already been taken by this Department in the matter referred to. I think it is only advisable at present to import seed from all available sources for experimental trials. I do not think it advisable to distribute seed to cultivators until it is proved by actual cultivation on the Government Farms and in the principal groundnut districts that the exotic varieties can be successfully grown in the Presidency.

Imports of Mauritius (Mozambique), Japan and American varieties will be made in time for next season's crop and I will have pleasure in intimating the results of these experimental trials.—I have, &c.,

J. W. MOLLISON, Ag. Survey Commissioner and Director,
Land Records and Agriculture.

Bombay Chamber of Commerce, 31st January 1901.

The Survey Commissioner and Director, Land Records and Agriculture, Bombay (Poona.)

Sir,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter No. $\frac{A}{223}$, dated

22nd January, on the subject of groundnut seed. The Committee are glad to learn that some action has already been taken by your Department in the matter referred to, but they instruct me to submit that the improvement shown elsewhere with imported seed has been such as to leave a large margin for local variations, and that the present position of the cultivation is such that it would be better to import and distribute such seed as has already succeeded than to wait the result of experiments which may possibly show yet another seed to be slightly better.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. A-584 of 1901.

Poona, 16th February 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter dated 31st ultimo, I have the honour to say that this Department is arranging to distribute the produce of the Mauritius (Mozambique) groundnut seed imported by Pondicherry dealers. The seed of the American and Japanese varieties of groundnut will be grown by Government experimentally in the first instance.—I have, &c.,

W. P. SYMONDS, Survey Commissioner and Director,
Land Records and Agriculture.

Bombay Chamber of Commerce, 22nd February 1901.

The Survey Commissioner and Director of Land Records and Agriculture, Bombay (Poona.)

Sir,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. A 584, dated 16th instant, regarding the distribution of groundnut seed and to convey to you the thanks of the Committee for your courteous attention to their recommendation in the matter.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 17th October 1901.

The SURVEY COMMISSIONER and DIRECTOR, LAND RECORDS and AGRICULTURE, Bombay (Poona.)

SIR,—With reference to the correspondents upon Groundnut seed ending with my letter of 22nd February last, I am directed by the Committee of the Bombay Chamber of Commerce to inform you that Coromandel Groundnuts have last year, evidently as a result of the importation of fresh seed, yielded from 5 to 6 per cent. better outturn of oil than groundnuts of the usual Coromandel seed. My Committee believe that this fact will be of interest to you and they trust that you may be able to arrange for the importation of both Mozambique and Senegambia seed, and their issue to cultivators in those parts of the Bombay Presidency where groundnuts are grown.

I am to beg at the same time that you will be so good as to favour the Committee with information as to the progress made with the measures announeced in your letter of the 16th February and as to the results obtained.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. A-5327 OF 1901.

POONA, 20th Nove ber 1901.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR —With reference to your letter dated 17th October last, I have the honour to say that Messrs. Arbuthnot and Co. of Madras, who had some time ago obtained groundnut seed from Senegal for the Madras Government, were requested to procure one ton of Mozambique-Mauritius groundnut seed ; but the firm having no Agent of their own in East Africa and not wishing to trouble their Continental friends, refused to comply with the request. One ton of Mozambique-Mauritius groundnut seed produced in Pondicherry from the imported seed was therefore obtained and has been distributed for experimental cultivation in the districts of Poona, Satara and Surat, were groundnut is grown.

2. Besides the Pondicherry grown Mozambique-Mauritius groundnut seed, 460 lbs. of Japanese groundnut and 400 lbs. of American groundnut were imported and have been sown on the Poona, Surat and Nadiad Experimental Farms and on the Sewage Farm at Ahmedabad.

3. The crop grown from the imported seed is being harvested and the results of the experiment will be communicated to you in due course.—I have, &c.,

FRED. YOUNG,
Acting Director, Land Records and Agriculture.

BOMBAY CHAMBER OF COMMERCE 29th November 1901.

The DIRECTOR of LAND RECORDS and AGRICULTURE, Bombay, (Poona.)

SIR,—I am directed to acknowledge the receipt of your letter No. 5327 of the 20th instant and to convey to you the thanks of the Committee of the Bombay Chamber of Commerce for the further information regarding the cultivation of groundnut seed, which you have been good enough to communicate to the Chamber.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX PP.

CUSTOM HOUSE HOLIDAYS.

BOMBAY CHAMBER OF COMMERCE, 31st October 1901.

EVELYN GRAY, Esq., I.C.S., Collector of Customs and Opium, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to beg that you will be so good as to represent to Government the extreme inconvenience that is entailed upon trade and more particularly on those departments of trade that are directly concerned with shipping by the entire closure of the Custom House on special occasions without such notice as will enable merchants and shipping agents to make appropriate arrangements.

2. It will be in your recollection that on three occasions this year orders for the entire closing of the Custom House were issued on such short notice that but for your courteous response to the representations I was commissioned to make to you in person, there would have been serious inconvenience and loss to shipping. The delay that attended the declaration of the holiday on the 24th May last, was specially unaccountable, seeing that the question of so declaring it had been publicly canvassed for some time. But the notification in the matter was not received by the Chamber or by the general public till after three o'clock on the 22nd May. It was then too late to make it a Charter Party holiday ; and, that being so, a complete closure of the Custom House would have caused grave inconvenience and loss.

3. The 19th September was observed as a holiday as a mark of respect for the late President of the United States ; but the notice in the matter was not received by the Chamber of Commerce till late in the afternoon of the 18th idem, and again it

was only by your courtesy and consideration that part of the Custom House was kept open and some of the evils obviated.

4. Similarly it was only on the morning of the 14th instant, that this office received a notice that that day was to be observed as a holiday in memory of the late Amir of Afghanistan. It need scarcely be said that if the Custom House had been then completely closed the resultant confusion and monetary loss would have been great.

5. In all these cases there was no time to make generally known the fact of your having arranged to keep the wharves open ; and very considerable inconvenience and confusion did in fact result. In this connection I am to emphasise the fact that unless the cash can be kept open it is impossible to make payments and pass out cargo.

6. My Committee direct me therefore to beg that you will represent to Government the grave inconvenience that attends the issuing of sudden orders of a nature to affect the complex machinery of trade, and will lend your support to their respectful recommendation that no such order to close the cash department of the Custom House for more than half a day should be issued unless a full forty-eight hours' notice can be given in the public press.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. C 9786 OF 1901.

BOMBAY CUSTOM HOUSE, 5th November 1901.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—In acknowledging receipt of your letter of the 31st ultimo, I have the honour to state that I entirely appreciate the contention of the Chamber and quite realize the difficulties and loss to which the mercantile community is subjected when the Customs House is entirely closed for business without previous notice.

2. The special occasions referred to in your letter on which the Customs House was kept closed were accidental, and to meet the orders of

Government the Custom House business had to be suspended. I may, however, mention that the wharves were kept open for work.

3. To meet the Chamber's wishes and to avoid inconvenience to the trade in future when on such special occasions 48 hours' previous notice has been impossible, the Customs House will be kept partially open till 2 P.M. for urgent work, and the wharves kept open as usual for landing and shipment of goods.

4. The Cash Office will remain open till 2 P.M., provided the Bank of Bombay is open for business on that day. Should the Bank, however, be closed, it is impossible that the Cash Office should remain open.—I have, &c.,

E. GRAY,
Collector of Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 15th November 1901.

The COLLECTOR of LAND REVENUE, CUSTOMS & OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. C 9786, dated 5th November, and to convey to you their best thanks for the arrangements you have made to obviate the difficulties to which trade has hitherto been subjected by the closing of the Customs House without previous notice.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX QQ.

PUBLIC AND CHARTER-PARTY HOLIDAYS.

No. 4240 of 1901.

General Department,
Bombay Castle, 25th July 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—It has been proposed to Government that in the list of holidays allowed by Government to their Hindu employes the first day of Chaitra which is the New Year's Day of the Shalivahan era of the Hindu calendar, may be substituted for Janma Astami. I am, therefore, directed to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce as to the proposed alteration.—I have, &c.,

H. O. QUIN, Secretary to Government.

Bombay Chamber of Commerce, 1st August 1901.

The Secretary to Government, General Department, Bombay.

Sir,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 4240, of the 25th July 1901, and to say that, in their opinion, it would not be desirable to make the proposed alteration in respect of the Jamna Ashtami holiday.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4226 of 1901.

Financial Department.
Bombay Castle, 8th November 1901.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—It has been suggested to Government that the number of holidays for the Diwali festival notified under the Negotiable Instruments Act may, in future, be reduced to one day. I am, therefore, directed to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce as regards the proposed reduction.—I have, &c.,

J. MEAD, Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 21st November 1901.

The Secretary to Government, Financial Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to say that the question of reducing the Dewali Holidays under the Negotiable Instruments Act to one day, as set forth in your letter No. 4226, dated 8th instant, has had the careful consideration of the Committee, but that they do not recommend such reduction. The Diwali Holidays differ from certain others in the fact that even if the Banks were kept open the complete closure of the Bombay Bazaars and up-country markets on those days would in practice put a stop to all business.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER of COMMERCE, 7th November 1901.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1902, under the provisions of the Negotiable Instruments Act, should, as on former occasions, be appointed by 1st December next, and to request that the usual Notification may be issued in due time. At the same time, I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed by Government for the ensuing year, and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'ble the Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Chairman, the Hon'ble Mr. William Greaves, will represent the Chamber on the Committee in question.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4380 OF 1901.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 23rd November 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 7th instant, I am directed to state for the information of the Chamber that instructions have been issued for the assembling of a Committee to consider what days in the year 1902 should be recognised as holidays under section 25 of the Negotiable Instruments Act No. XXVI of 1881. The Committee will be constituted similarly to that appointed last year. I am also to forward copies of the correspondence specified in the margin and to request that you will be so good as to forward them to the Committee for information.

1. Extract paragraphs 4 and 5 of the letter from the Government of India, Home Department (Public), No 5233, dated 16th September 1901.
2. Letter from the Government of Bombay to the Secretary, Chamber of Commerce, Bombay, No. 4226, dated 8th November 1901.

2. With reference to the request made at the end of paragraph 1 of your letter, I am to observe that a list of the public holidays for the ensuing year will be supplied to you as soon as it is published by Government and that the names of the gentlemen nominated by the Exchange Banks and by the Honourable the Chief Justice of His Majesty's High Court of Judicature will be communicated to you in due course.—I have, &c.,

J. MEAD, Under-Secretary to Government.

EXTRACT paragraphs 4 and 5 of the letter from the GOVERNMENT of INDIA, Home Department (Public) No 5233, dated 16th September 1901.

4 Among the holidays notified under the Negotiable Instruments Act in every province are one or two State holidays. I am to say that in future the State holidays should be confined to May 24th, the birthday of Her late Majesty, and November 9th, the birthday of His Majesty the King-Emperor. If on any special occasion an additional State holiday should be required for a particular purpose, it will be notified by the Local Governments at the request of the Government of India.

5. The next division of holidays notified under the Act includes those which are given for the observation of Christian festivals. The most important of these are the Christmas holidays. In the current year in the Bombay Presidency, December 24th, 26th, and 31st, and Ja-

nuary 2nd were notified by the Bombay Government's Notification No. 5615 of 19th December 1900 under the Negotiable Instruments Act. December 27th, 28th and 30th were announced as public holidays in accordance with the list given on page 313 of the Bombay Civil List for the 1st of July 1901. In the majority of provinces the Christmas holidays last from December 24th to January 1st inclusive. The Government of India think this amount of holiday at Christmastide to be reasonable, but in their opinion, the practice in different provinces, as to notifying a portion of these holidays under the Negotiable Instruments Act and announcing the rest by executive order should be uniform. They consider that the 24th (or the 23rd if the 24th is a Sunday), the 26th, the 27th and the 31st of December might be notified under the Act and that the 28th, 29th and 30th of December might be announced as holidays in the Government offices. Except when New Year's Day falls on a Sunday, they do not think that January 2nd should be either notified under the Act or announced by executive order as a holiday in the Government offices. I am to request that in future years the practice here indicated may be followed in respect of the Christmas holidays.

The holidays given in 1901 in the Bombay Presidency for Eastertide were notified Saturday, April 6th, and Eastern Monday, April 8th, and announced for Christians (vide page 313 of the Civil List for July 1901) Thursday, April 4th. In the opinion of the Government of India, the practice as to the Easter holidays, ought to be uniform in all provinces, and they consider that both the Saturday before Easter and Easter Monday should be in future notified under the Negotiable Instruments Act. The effect will be to give holidays from Good Friday to Easter Monday inclusive. The Governor-General in Council thinks that no further holidays should be either notified or announced for Eastertide. I am to request that this practice may be followed in future years.

In Bombay it would appear from page 313 of the Civil List that a holiday was given for Christians on Ascension Day. One holiday is also notified for Whit-Monday under the Act, and a holiday is given for Christians on the following Tuesday by executive order. In the opinion of the Government of India it is not necessary to give holidays on Ascension Day and Whitsuntide.

The Government of India observe that in the Bombay Presidency alone a holiday is notified under the Negotiabale Instruments Act for the first Monday in August to correspond to the August Bank holiday given in Great Britain. The Government of India think that it is not neces-

sary to notify any Bank holiday as such. The need for recognizing the festivals and feasts of the different religions in India makes it necessary to close business much more frequently than in Great Britain. There is, therefore, no necessity in India for the Bank holidays, which are essential in Great Britain in order to secure some days of rest in addition to Sundays for those occupied in business pursuits.

BOMBAY CHAMBER of COMMERCE, 12th December 1901.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—With reference to your letter No. 4380 of 23rd November 1901, I have the honour to forward herewith for the consideration of Government the Report of the Committee appointed to consider what days in the year 1902 should be recognised as holidays under the Negotiable Instruments Act, 1881.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

REPORT OF THE COMMITTEE APPOINTED IN TERMS OF THE LETTER OF THE GOVERNMENT OF BOMBAY, No. 4380, DATED 23RD NOVEMBER 1901, FOR THE PURPOSE OF CONSIDERING WHAT DAYS IN THE YEAR 1902 SHOULD BE RECOGNISED AS HOLIDAYS UNDER THE NEGOTIABLE INSTRUMENTS ACT.

The Committee met in the rooms of the Bombay Chamber of Commerce on Monday, the 9th December 1901, at 3 p.m., all the members being present. The Committee had before them the following letters of the Government of Bombay :—No. 4226, dated 8th November 1901, relating to the question of reducing to one day the holidays at Divali, together with the Chamber's reply thereto ; No. 4380, dated 23rd November 1901, with extracts from a letter in which the Government of India recommended certain alterations in the holidays hitherto observed in Bombay. The recommendations contained in the said letter were most respectfully considered ; but, having regard to the representations made by certain members concerning the requirements of the large commercial community in Bombay, it was not found possible to recommend an absolute adherence to the suggestions of the Government of India. The particulars in which an exact conformity to the said suggestions appeared to the Committee undesirable are as follows :—

(*a*) Government of India takes exception to the observance of Whit Monday as a holiday in Bombay, and believes that there is no

reason for observing such days in India out of mere conformity to the practice in Britain. The reason, however, is that the great mass of the community in Bombay are concerned with commerce, and that on days when Banks at home are closed those in Bombay are unable to deal with home business by telegram, with the result that their commercial clients are unable to operate. For this reason the Committee respectfully recommend that the holiday on Whit-Monday be retained.

(*b*) The Committee were unanimous that three days for Christmas are sufficient. Since Christmas falls on a Thursday it was decided by a majority to abandon the holiday on the 27th December, because, if the Banks were not open on that day, there would be a series of four closed days which would be inconvenient at such a busy season of the year. A holiday on the 24th December is in greater favour than one on the 27th December for the reason that falling immediately before Christmas day, it enables men to be with friends up-country on the 25th December.

(*c*) The majority of the Committee are unable to recommend the abandonment of the holiday on 2nd January, firstly, because many members of the Europaan Community on this side of India visit friends up-country on the 1st and 2nd January, and will probably express sufficient dissatisfaction with the abandonment of the holiday of the 27th December, which will, in many cases, involve a return to work for half a day; secondly, because an extra holiday at this time is of value to the Banks as affording them an opportunity of preparing their accounts for the year.

The Committee confirm the opinion of the Chamber of Commerce that it would be inexpedient to do away with any of the official holidays at Divali, for the reason that the entire native community would observe these days as holidays whether they are so notified or not.

In giving effect to the desire of Government that the holiday on the first Monday in August should be done away with, the Committee desire to explain that the said holiday was instituted last year because of the extraordinary long interval that happened in that year to fall between the holiday preceding and following it. This condition, it is believed, will not exist this year, seeing that in all probability Government will declare a special holiday on the 26th June.

The 9th November will, in 1902, fall on a Sunday ; and it is assumed that the day for the observance of that State holiday will be notified by His Excellency the Governor-General in Council.

Jamshed-i-Naoroz, falling on the 21st March, is a relatively unimportant holiday, and occurring as it does in a very busy season of the year, may, with advantage, be abandoned.

Ganesh Chaturthi and Khordedsal on the other hand fall in a season when business is extremely slack and which is extremely trying to the health of the European community ; the Committee do not, therefore, believe that any substantial advantage would attend the abolition of these holidays.

The holidays recommended by the Committee for Notification by Government under the Negotiable Instruments Act, 1881, are as follows :—

			Days.
New Year	2nd January	Thursday	1
Maha Shivaratri	8th March	Saturday	1
Holi	24th March	Monday	1
Easter	29th and 31st March	Saturday and Monday.	2
Ramnavami	16th April	Wednesday	1
Mohurrum	19th April	Saturday	1
Whit Monday	19th May	Monday	1
Birthday of Her Late Majesty Queen Victoria.	24th May	Saturday	1
Cocoanut Day	18th August	Monday	1
Gokul Astami	26th August	Tuesday	1
Ganesh Chaturthi	5th September	Friday	1
Parsee New Year	13th and 15th September.	Saturday and Monday.	2
Khordadsal	20th September	Saturday	1
Dusera	11th October	Saturday	1
Devali	30th & 31st Oct. & 1st Nov.	Thurs. Fri. & Saturday	3
King's Birthday	(Such day as may be fixed by the Governor-General in Council).		
Christmas	24th and 26th December	Wednesday & Friday.	2
New Year	31st December	Wednesday	1

(Sd.) WILLIAM GREAVES.
„ J. BEGBIE.
„ L. N. BANAJI.
„ O. T. BARROW.

I am opposed to opening the Banks for 2 or 3 hours on Saturday, the 27th December, 1902, which should have been made a holiday instead of the Wednesday preceding. Otherwise I agree with the rest of the Committee as to the other holidays recommended.

H. CHALMERS.

No. 4828 of 1901.

FINANCIAL DEPARTMENT.
BOMBAY CASTLE, 21st December 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letters dated the 12th instant, I am directed to forward for the information of the Chamber a copy of Government Notification No. 4827, dated 21st December 1901, which will be published in the "Bombay Government Gazette" of the 26th idem, regarding the public holidays recognised by Government under the Negotiable Instruments Act, 1881, for the year 1902.

2. I am to state that the holidays recommended by the Committee for Whit Monday and Devali are under the consideration of Government.—I have, &c.,

J. MEAD, Under Secretary to Government.

APPENDIX RR.

RULES UNDER THE INDIAN ARMS ACT, 1878.

No. 8094.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 13th December 1901.

From A. S. A. WESTROPP, ESQ., I.C.S., Under Secretary to Government, Bombay, to the SECRETARY, CHAMBER of COMMRECE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Government of India, No. 5853, dated the 29th October, 1901, and its accompaniment, on the subject of a rule which it is proposed to add to the Rules under the Indian Arms Act, 1878, authorizing the grant to responsible firms of a general transport license for the transport of dynamite, etc., required *bona fide* for blasting purposes, and to state that the Governor in Council will be glad to receive an expression of the opinion of the mercantile community interested in the matter, on the proposed rule.

2. I am to request the favour of a very early reply.—I have, &c.,

A. S. A. WESTROPP, Under Secretary to Govt.

No. 5853.

Home Department.
Public.

SIMLA, the 29th October 1901.

From A. WILLIAMS, ESQ., Deputy Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—It has been brought to the notice of the Government of India that great inconvenience is experienced by the mercantile community owing to the delay that frequently takes place in obtaining from Magistrates licenses for the transport of dynamite and other explosives required for blasting purposes. To remedy this state of things it has been suggested to the Government of India that a rule should be added to the rules under the Indian Arms Act, 1878, authorizing the grant to responsible firms of a general transport license for the transport of dynamite,

etc., required *bona fide* for blasting purposes. I am to forward a copy of the draft rule for the information of the Government of Bombay and to say that it is proposed to make it applicable at present to the Provinces of Madras and Bombay and the Lower Provinces of Bengal.

I am to request that the Government of India may be favoured with the opinion of the Governor in Council and of the mercantile community interested in the matter on the proposed rule.—I have, &c.,

A. WILLIAMS, Deputy Secy. to the Govt. of India.

16-B.B.—"General transport licenses, available for one year, may be granted, without payment of any fee, in the Provinces of Madras and Bombay and in the Lower Provinces of Bengal by the Commissioner of Police at the Presidency towns and by the District Magistrate in other places to firms to transport dynamite, blasting gelatine, detonating caps and other explosive material required *bona fide* for blasting purposes. Such a license shall authorize the licensee to deliver such explosives, at intervals of not less than seven days, to the consignee, subject to the following conditions, namely,—

(*i*) that the licensee and the consignee have taken out licenses for the possession of the explosives aforesaid under the Indian Explosives Act, 1884 (IV of 1884) ;

(*ii*) that the rules to regulate the manner of transport of explosives, published with Home Department Notification No. 5528, dated the 11th October 1901, are duly observed ;

(*iii*) that the amount of each consignment shall not exceed 75 per cent. of the quantity of such explosives as the consignee is licensed to possess ; and

(*iv*) that full information regarding each consignment is furnished by the licensee to the authority granting the license and also to the Magistrate of the district to which the explosives are consigned."

BOMBAY CHAMBER OF COMMERCE, 10th January 1902.

The UNDER SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter

No. 8094, dated 13th December last, enclosing copy of a letter from the Government of India No. 5853, dated 29th October, and its accompaniment relating to a rule which it is proposed to add to those Rules under the Indian Arms Act 1878 which authorised the grant to responsible firms of a general license for the transpart of dynamite, etc., required *bone fide* for blasting purposes. I am to express the regret of the Committee that owing to the incidence of the Christmas and New Year Holidays, it has not been possible to meet at an earlier date for the formulation of their views on the subject.

2. I now have the honour to convey to you the opinion of the Committee that, so far as Bombay is concerned, and if the new rule be intended to apply to transactions where at present the Police Commissioner's license only has to be obtained before transporting explosives, it would not be advisable to alter the present procedure, seeing that the Police Commissioner's License can be obtained in two or at most three days.

3. If, however, the rule be intended to apply to orders from Railway Engineers and others in Native States who have obtained their Resident's permit to import, the new rule would save very considerable delays since in these cases it is usually a fortnight and some times three weeks after receipt of the order and the Resident's permit, before the license to transport can be obtained. The present procedure is that the application for a License has to go first to Government, whose permission is then sent on to the Police Commissioner; and the consequence is that in these cases a fortnight and sometimes even three weeks elapse between the receipt of the order and the Resident's permit on the one hand and the license to transport on the other.

4. In either of the above cases, condition 3 to the proposed Rule is objectionable and would lead to confusion and trouble, seeing that, if an engineer or other person required, say, 6 cases (300 lbs.) of dynamite for a particular work, he would have to apply for a license for 8 cases and order only 6 cases. If he applied for a license for 6 cases only (which would be the

natural course) he would have to take his requirements in two lots of, say, 4 and 2 cases at seven days' interval. And, since the Railways charge for carriage of dynamite on a minimum of 27 maunds, the effect would be that the consignee would have to pay double the amount of railway freight he would incur if the 6 cases were sent to him in one lot.

5. Another objection to condition 3 is that it imposes on the licensee the onus of satisfying himself that a consignee holds an annual license to possess a quantity of which the consignment ordered is only not more than 75 per cent. It seems to the Committee that the burden of keeping within 75 per cent. limit ought to fall on the consignee ; and for this reason they suggest that the condition in question might properly be worded as follows :—" That the consignee shall not order at any one time a quantity exceeding 75 per cent. of such quantity as he is licensed to possess."—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX SS.

PROPOSED INDIAN TRAMWAYS ACT.

No. 4791 of 1901.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 20th August, 1901.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Bill to apply the provisions of the Indian Railway Companies Act, 1895, to certain Tramway Companies, with Statement of Objects and Reasons, received from the Government of India and to request that you will be so good as to favour this Government with the opinion of the Chamber of Commerce, Bombay, on the provision of the Bill by the 15th proximo.—I have, &c.,

ALEX. R. KING, for Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

By the Indian Railway Companies Act, 1895 (X of 1895), it is provided that Railway Companies registered under the Indian Companies Act, 1882 (VI of 1882), may under certain conditions, pay interest on their paid-up share capital out of capital during construction, and it is proposed by this Bill to take power for the Governor-General in Council to apply the same provisions to Companies formed for the construction of tramways not differing in structure and working from light railways. It is believed that legislation to this end will remove what is recognised as a tangible obstacle to the consideration in London of many remunerative light railway projects in India, which, for administrative reasons, it is desired to control in this country under the provisions, not of the Railways, but of the Tramways Act.

The 31st July, 1901. A. T. ARUNDEL.

BOMBAY CHAMBER of COMMERCE, 22nd August, 1901.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 4791, dated 20th instant, with which you forward for the opinion of the Committee copy of a draft Bill to apply the provisions of the Indian Railway Companies Act 1895, to certain Tramway Companies. I am to thank you for having afforded the Chamber the opportunity of considering the said draft Bill, and to say that it appears to my Committee well designed to serve a useful purpose.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX TT.

EXTRADITION TREATIES WITH NATIVE STATES.

RANGOON CHAMBER of COMMERCE, 30th March 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired by the Committee to enclose copy of letter addressed to the Local Government, asking it to bring to the notice of the Government of India the case of Shew Bux and in connection therewith the necessity for altering the Extradition Treaties with Native States, so as to bring such offences within the scope of such treaties.

It is also suggested that an alteration be made in the Criminal Procedure Code, and I am to ask that, if your Chamber approve, their support may be given to these proposals before the Government of India.—I am, &c.,

ALEX. D. WARREN, Secretary.

RANGOON CHAMBER of COMMERCE, 26th March 1901.

The CHIEF SECRETARY, to the GOVERNMENT of BURMA.

SIR,—I am desired by the Committee to ask that you will bring to the notice of His Honour the Lieutenant-Governor the case of Shew Bux who was recently arrested in the State of Jeypur, and brought to Rangoon on a charge of cheating.

In the months of September and October 1899, this man carried on business here, and obtained from various European firms large quantities of goods on credit costing Rs. 67,710-1-3 and having made over to a friend of his, a large part of such goods, and made away with the balance he absconded.

The only assets he left behind were goods to the value of Rs. 6,525-1-3, which were sold by the Official Assignee.

The accused absconded to the State of Jeypur, of which he is a subject. A warrant for his arrest was issued here, and given for service to a native detective of the Rangoon police, and at the same time an application was made for the extradition of the accused by the Jeypur State.

The British Resident there refused to apply for extradition, apparently on the ground that in his opinion the offence was not extraditable under the treaty with that State, and the detective officer made a special application to the Durbar of the State, who ordered accused Shew Bux to be arrested and made over to him.

After his arrival in Rangoon he was tried and convicted on one of the less important charges, but acquitted on that charge on appeal, and after the main charges had been fully gone into and all the evidence taken, his legal advisers raised the question, that his arrest in Jeypur was illegal, and that therefore he could not be tried on the charges on which he had been arrested.

The Chief Court of Burma on this point decided that the arrest was illegal, and passed an order staying all proceedings against the accused for all offences committed by him at any time prior to his arrest.

The proceedings (a copy of which accompanies this letter) in which this order was passed are Criminal Revision No. 1050 of 1901, in the Chief Court.

The Chamber are advised that this order is evaded in law, but that there is no means of setting it aside except by appealing to the Privy Council. Until it is set aside, its effect is to give the accused an absolute indemnity for all offences committed by him prior to May 1900.

The Chamber are desirous of drawing the attention of the Government of India to two matters of importance which arise in connection with this case.

The first is the unsatisfactory nature of the Extradition Treaties with Native States.

If the wording of the treaty with Jeypur is to be construed in terms of the Indian Penal Code, the offence does not seem to be extraditable.

The Chamber submit, that offences of this nature should be extraditable. They are common in Rangoon and if the culprit can get away to a Native State, no remedy, as of right, exists, and creditors have to depend on the willingness of a State, to make over a subject, who has committed an offence not falling within the wording of the treaty.

Under the treaty with Jeypur "misappropriation" is extraditable, but "cheating" is not, and the Chamber would suggest that all offences which are usually extraditable should be included in any treaty with a Native State.

In view of the decision of the Chief Court of Burma, which was based on a ruling of the Privy Council reported in law reports, 25, Calcutta page 20, the Chamber would suggest that the Criminal Procedure Code be amended so as to make it clear that the wants of strict legality in the means by which a prisoner is brought before a Court does not deprive the Court of jurisdiction to try him.

The Chief Court of Burma, the Chamber are advised, has gone far beyond the ruling of the Privy Council, which was most carefully worded so as to confine the decision then given to the particular case before their Lordships.

Having regard to the course of the argument in that case and the reservations in their Lordships' judgment, it seems clear that, probably for political reasons, it was found the arrest was an infringement of the Nizam's right and that all proceedings on the warrant should be quashed. Apart from that case, there is a constant stream of authority that a Criminal Court will not consider the means by which an accused person is brought before it, but will try him for the offence with which he is charged.

ALEX. D. WARREN, Secretary.

IN THE CHIEF COURT OF LOWER BURMA, APPELLATE SIDE, CRIMINAL REVISION.

No. 450 OF 1900.

SHEW BUX ... ...Petitioner.

versus.

The QUEEN-EMPRESS, at the instance of Dunlop & Co.... ... ...Respondant.

Application for revision under section 439 of the Criminal Procedure Code.

To the JUDGE of the CHIEF COURT.

The humble petition of the petitioner above named.

SHEWETH.—That your petitioner is a native of Mookandghur in Jeypur and a subject of the Jeypur State.

That he was formerly carrying on business as a piece goods dealer in Moghul Street, Rangoon, under the style and firm of Gunga Bux Shew Bux.

That on the 28th May 1900, a warrant was issued from the Court of the District Magistrate, Rangoon, to the Commissioner of Police, Rangoon, for arrest, under Sections 420 and 421 of the Indian Penal Code, of your Petitioner, who was then said to be living in Cheroo.

That no complainant's name or case number is quoted on the said warrant.

That the Commissioner of Police, Rangoon, endorsed the said warrant to one Sergeant Abdool Rahiman of Rangoon Police Force and who on the 18th of July 1900, arrested your petitioner at the village Chirana within the territory of Jeypur State and outside British India, contrary to the Extradition Treaty with His Highness the Maharajah of Jeypur State and contrary to the provision of Section 82 of the Criminal Procedure Code.

That your petitioner has been brought under arrest by the said Sergeant to Rangoon, was released on bail, and is now being tried by the Court of the District Magistrate, Rangoon, on the aforesaid charges and the case is fixed for hearing on the 20th instant.

That your petitioner applied to the District Magistrate of the Court and his Worship the Magistrate held that he has jurisdiction.

That your petitioner feeling aggrieved at the said order of the District Magistrate applies to this Hon'ble Court to revise the same on the ground that the Court of the District Magistrate of Rangoon has no jurisdiction to issue a warrant of arrest for execution in the Jeypur State for an offence committted at Rangoon against sections 420 and 421 I. P. C., contrary to the Extradition Treaty with His Highness the Maharajah of Jeypur and that your petitioner should not have been put into present trial. Therefore your petitioner prays that this Honourable Court may be pleased to admit this application to revise the order of the District Magistrate or may pass such order as this Honourable Court deems fit. Your petitioner further prays that pending the hearing of this application the proceedings of the District Magistrate may be stayed, and shall ever pray.

Presented by (Sd.)—(in Native Character.)
Petitioner.

VAN SOMERARY FAGAN, Petitioner's Advocate.
RANGOON, 19th December 1900.

CRIMINAL CASE No. 81 OF 1900.

IN THE COURT OF THE DISTRICT MAGISTRATE OF RANGOON.

CRIMINAL REGULAR CASE No. OF 1900.

QUEEN-EMPRESS, on the complaint of
Messrs. DUNLOP & Co. ... ... Complainant.

versus.

SHEW BUX ... ...Accused.

The petition of accused abovenamed sheweth that your petitioner is a native of Mookandghur in Jeypur, and a native of the Jeypur State.

That he was formerly carrying on business as a piece goods dealer in Moghul Street in Rangoon under the style of Gunga Bux Shew Bux.

That on May the 28th 1900, a warrant was issued from this Honourable Court to the Commissioner of Police, Rangoon, for petitioner's arrest under section 420 and 421, being then said to be living at Cheroo.

That no complainant's name or case number is quoted on the said warrant.

That the Commissioner of Police, Rangoon, endorsed the said warrant to sergeant Abdull Rahman who on the 1st of July 1900, arrested petitioner at the village of Chirana, within the territory of the Jeypur State and outside British India, contrary to the Extradition Treaty with His Highness the Maharajah of Jeypur and contrary to the provisions of section 82, of the Indian Criminal Procedure Code.

That your petitioner has been brought under arrest by the said sergeant to Rangoonand was released on bail and is now being tried by this Honorable Court on certain charges of cheating, preferred by Messrs. Dunlop and Co.

That your petitioner respectfully submits that this Court has no jurisdiction to issue a warrant of arrest for execution in the Jeypur State for an offence committed in Rangoon against Section 420 and 421 of the Penal Code, contrary to the extradition treaty with His Highness the Maharajah of Jeypur and that it never should have been executed and that petitioner should never have been placed on his trial in the present case, wherefore petitioner prays that he may be discharged.

RANGOON, December 14th, 1900.

(Sd.) SHEW BUX, (in his language), petitioner.

IN THE COURT OF THE DISTRICT MAGISTRATE.

Rangoon, dated 17th Novemler 1900.

Messrs. DUNLOP & Co.

versus.

SHEW BUX.

Charges under Section 420 I. P. Code.

Order.

From reason given in the case of Finlay Fleming, I consider that the accused She wBux was handed up by Jeypur Durbar on general allegation that he had swindled Merchants in Rangoon to a very large

amount. The facts were general, and not particular. The Jeypur Durbar is perfectly entitled to go beyond its treaty obligations.

The Mahomed Yuseef Udein case dose not apply.

The present case will accordingly proceed.

RANGOON, December 17th, 1900.

(Sd.) A. E. ENGLISH, District Magistrate, Rangoon.

IN THE CHIEF COURT OF LOWER BURMA,

CRIMINAL REVISION NO. 1050 OF 1900.

SHEW BUX, *Applicant.*

vs.

The CROWN, *Respondent.*

JUDGMENT.

This is an application by a subject of a foreign State to revise an order of the Officiating District Magistrate, Rangoon Town District, refusing an application by the accused to stay proceedings against him on the ground of irregularities connected with the warrant under which the accused was arrested and brought before the Magistrate, and illegality of his arrest under that warrant.

The warrant in question was issued on the 28th May 1900, by the District Magistrate of Rangoon to the Commissioner of Police, Rangoon, directing him to arrest the accused Shew Bux of Merchant Street, Rangoon, now said to be of Makanquits near Churu, Jodhpore State, charged with an offence punishable under section 420 of the Indian Penal Code, which is a bailable offence. The Magistrate did not content himself with omitting to make the enclosement permissible under section 76 of the Code of Criminal Procedure, he endorsed on it "bail refused" and initialled this endorsement. The warrant was not endorsed under section by the police officer to whom its was directed but a subordinate officer purported to endorse it for him to the sergeant of police by whom it was subsequently executed.

Objection has further been taken to the warrant for that it contained no mention of the person or persons. The person to be arrested was accused of having cheated and afforded no information of what he had to meet.

It is admitted however that any objection to the warrant on these grounds are covered by the provisions of section 537 of the Code and they have not been pressed.

The main ground urged by the accused's Counsel is that (1) the Magistrate had no power of authority to issue a warrant for execution outside of British India (2) that his arrest by a police officer of the Indian Government beyond the limits of British India was illegal and (3) that having been brought before the Magistrate under an illegal process or under a legal process illegally executed outside of British India the Magistrate cannot proceed to inquire into the charges against him, or to try him.

These contentions are based upon the decision of their Lordships of the Privy Council in the case of Mahomed Yusuf Uddin, viz.. :—

Queen-Empress India Law reports, 25 Calcutta in that case a Magistrate issued to the British Resident at Hyderabad in His Highness the Nizam's dominions a warrant for the arrest of one of His Highness subjects then in such dominions. The warant was executed by a British official in such dominions. The accused was released on bail to appear before the Magistrate who issued the warrant. He did so appear and then applied to the Chief Court to which the Magistrate was subordinate to have the warrant cancelled and to have proceedings taken thereon set aside. This application was rejected and subsequently their Lordships of the Privy Council admitted an appeal from such order of rejection The matter for their Lordships decision was thus stated by the Lord Chancellor : "the question reserved for their Lordship's here to consider is whether or not the arrest of the man while he was at the station on a railway, which is locally situated within the dominions of the Nizam, was a lawful arrest, nor except for the purpose of this particular case have their Lordships anything to do with the consequence of that arrest being lawful or otherwise. The one question which they have to determine is whether the arrest was lawful. After discussing the contention raised that the British authority had power to make the arrest by virtue of authority derived from the Nizam, the judgment proceeds :—

Their Lordship's are of opinion . . . . "that the arrest was illegal, and that the petition therefore ought to have been granted, and that the judgment of the Chief Court of the Punjab ought accordingly to be revised ; their Lordships will, therefore, recommend to her Majesty that the warrant and arrest and proceedings thereon should be set aside.

This is a decision of this highest Court exercising criminal jurisdiction in British India, and this Court is bound by it, and being so bound, it appears to me that the sole question to consider in the present case is whether the arrest of the accused was legal or not.

It has been urged by Counsel on behalf of the prosecutors that the present case is distinguishable from the ruling above quoted. In that case the British officials acted without the consent or knowledge of the Nizam's Government, whereas in the present case there is evidence that the authorities of the Jeypur State, in which the accused was arrested, themselves arrested and gave up the accused, although the offence with which he was charged was not an extraditable offence. The decision of their Lordship's however did not in any way rest upon any such question and the appeal having been by the arrested person, it appears to follow that person had in their Lordship's opinion, a right to insist upon the illegality and upon the legal consequence thereof whether the State of which he was a subject consented to or dissented from such illegality. It is further urged that the arrest in these cases was by the State of Jeypur. It may be that the accused was first arrested by an official of that State but the arrest by the Police Sargeant on the warrant under which he is now before the Magistrate was clearly made outside of British India, and therefore at a place where under section 82 of the Code of Criminal Procedure, the police officer has endorsed on the warrant : Executed at 2-30-p.m., in Residency of Jeypur, and in his evidence he explained what happened in Jeypur and said that the State authorities arrested the accused and gave him up to the witness through the Resident.

The arrest then being illegal this Court is in my judgment bound to stay further proceeding for which the warrant was issued.

"It has been urged that such a course will not prevent the Magistrate from proceeding to issue another warrant in respect of such charges and then proceeding to inquire into them, as some decisions in the Court in England have held that if the tribunal inquiring into or being an offence has jurisdiction to do so, it is immaterial whether the accused has been brought before it legally or illegally."

I cannot agree with the contention for, if correct, it would reduce their Lordship's decision to a mere academical dissertation. Their Lordships decided upon a question of right raised by an individual and although their Lordship's do not deal with the question of what further rights that individual had in consequence of the illegal action on the part of the British Authorities, I do not think it will be going too far to say that among such rights he had the right of being replaced in the same position and place as he would have been in had no illegality been done.

The order of the Court is that all criminal proceedings against the accused in respect of offences alleged to have been committed anterior to his arrest under the District Magistrate's Warrant, dated the 28th May, 1900, be stayed.

11th May 1900. C. E. FOX, Judge.

BOMBAY CHAMBER OF COMMERCE, 18th April 1901.

The SECRETARY, RANGOON CHAMBER of COMMERCE.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to thank you for your letter of the 30th March, with a copy of your letter to Government on the subject of the acquittal of one Shew Bux on the ground of the illegality of his extradition from Jeypore. These papers have been most carefully considered by the Committee, who instruct me to beg that you will be so good as to communicate to them the reply you receive from Government, and if possible, a copy of the proceedings alluded to in your letter to the Chief Secretary.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 190.

RANGOON CHAMBER OF COMMERCE, 18th May 1901.

The SECRETARY to the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to acknowledge receipt of your letter of 18th ultimo, with reference to the case of Shew Bux.

My Committee are desirous to have their proposals in this matter put before the Government of India as strongly as possible, and with that object to have the support of your Chamber. To wait until the reply comes from the Government of India will defeat this object, and I am to say that my Committee hope on perusing the copy of proceedings, which I send you herewith, you will see your way to give the matter your support.

The Madras Chamber and Karachi Chamber have already addressed the Government of India.—Yours, &c.,

AELX. D. WARREN, Secretary.

BOMBAY CHAMBER OF COMMERCE, 25th April 1901.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—A question as to the extradition treaty between British India and Jeypore having recently been brought to the attention of the Chamber, I am directed by the Committee to beg that you will be so good as to favour them with information as to the provisions of that treaty together with a note of the offences extraditable thereunder.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4038.

POLITICAL DEPARTMENT.
BOMBAY CASTLE, 5th June 1901.

From J. L. JENKINS, Esq., M.A., I.C.S., Acting Secretary to Government, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 25th April 1901, requesting to be furnished with information as to the provisions of the extradition treaty between British India and the Jeypore State, and in reply to forward herewith copies of the two Extradition Treaties which have been concluded between the British Government and the abovenamed State.—I have, &c.,

J. L. JENKINS, Acting Secretary to Government.

No. XXXVII.

Extradition Treaty between the British Government and His Highness S. Ram Singh, Maharajah of Jeypore. G.C.S.I., his heirs and successors, executed on the one part by Major William H. Beynon, Political Agent at the Court of Jeypore, under authority from Lieutenent-Colonel William Frederick Eden, Agent to the Governor-General for the States of Rajputana, in virtue of the full powers vested in him by His Excellency the Right Hon'ble Sir John Laird Mair Lawrence Baronet, G.C.B. and G.C.S.I., Viceroy and Governor-General of India, and on the other part by Nawab Mahomed Fyz Ali Khan Bahadoor, in virtue of the full powers conferred on him by Maharajah Ram Singh aforesaid.—1868.

Article 1.

That any person, whether a British or Foreign subject, committing a heinous offence in British territory, and seeking shelter within the limits of the Jeypore State, shall be apprehended and delivered up by the latter Government to the former, on requisition in the usual manner.

Article 2.

That any person, being a subject of Jeypore, committing a heinous offence within the limits of the Jeypore State, and seeking asylum in British territory, will be apprehended and delivered up by the latter Government to the former, on requisition in the usual manner.

Article 3.

That any person, other than a Jeypore subject, committing a heinous offence within the limits of the Jeypore State, and seeking asylum in British territory, will be apprehended and the case investigated by such Court as the British Government may direct. As a general rule such cases will be tried by the Court of the Political Officer in whom the Political supervision of the Jeypore State may, at the time, be vested.

Article 4.

That in no case shall either Government be bound to surrender any person accused of a heinous offence, except on requisition, duly made by, or by the authority of, the Government within whose territories the offence shall be charged to have been committed, and also upon such evidence of criminality as, according to the laws of the country in which the person accused shall be found, would justify his apprehension and sustain the charge if the offence had been there committed.

Article 5.

That the following offences be deemed as coming within the category of heinous offences :—

1. Murder.
2. Attempt to murder.
3. Culpable homicide under aggravating circumstances.
4. Thuggee.
5. Poisoning.
6. Rape.
7. Causing grievous hurt.
8. Child-stealing.
9. Selling females.
10. Dacoity.
11. Robbery.
12. Burglary.
13. Cattle-theft.
14. Arson
15. Forgery.
16. Counterfeiting coin, or uttering base coin.
17. Criminal breach of trust
18 Criminal misappropriation of property.
19. Abetting the above offences.

Article 6.

The expense of any apprehension detention, or surrender, made in virtue of the foregoing stipulations, shall be borne and defrayed by the Government making the requisition.

Article 7.

The above Treaty shall continue in force until either of the high contracting parties shall give notice to the other of its wish to terminate it.

Article 8.

Nothing herein contained shall be deemed to affect any Treaty now existing between the high contracting parties, except so far as any Treaty may be repugnant thereto.

(Sd.) W. H. BEYNON,
Political Agent.

Signed, sealed, and exchanged at Jeypore Palace, on the 13th day of July in the year of our Lord one thousand eight hundred and sixty-eight.

S. RAM SINGH.
JOHN LAWRENCE.
Viceroy and Governor-General of India.

Ratified by His Excellency the Viceroy and Governor-General of India at Simla, on the seventh day of August 1868.

W. S. SETON-KARR, Secy. to the Govt. of India.

No. XXXVIII.

Agreement supplementary to the Treaty of 1868, *regarding Extradition.*—1887.

Whereas a Treaty relating to the extradition of offenders was concluded on the 7th August 1868, between the British Government and the Jeypore State. And whereas the procedure prescribed by the Treaty for the extradition of offenders from British India to the Jeypore State has been found by experience to be less simple and effective than the procedure prescribed by the law as to the extradition of offenders in force in British India, it is hereby agreed between the British Government and the Jeypore State that the provisions of the Treaty prescribing a procedure for the extradition of offenders shall no longer apply to cases of extradition from British India to the Jeypore State; but that the procedure prescribed by the law as to the extradition of offenders for the time being in force in British India shall be followed in every such case.

Signed at Jeypore on the ninth day of July, A.D., one thousand and eight hundred and eighty-seven.

Seal S. MADHO SINGH.
FREDERICK HENVEY.
Seal. Resident, Eastern Rajputana States.

(Sd.) RAO BAHADUR KANTU CHUNDER MOOKERJEE,
Seal. Chief Member of Council, Jeypore.

(Sd.) DUFFERIN,
Viceroy and Governor-General of India.

This agreement was ratified by His Excellency the Viceroy and Governor-General of India at Simla on the fifteenth day of August, A. D., one thousand eight hundred and eighty-seven.

H. M. DURAND, Secy. to the Govt. of India, Foreign Dept.

BOMBAY CHAMBER OF COMMERCE, 5th June 1901.

Messrs. CRAIGIE, LYNCH & OWEN.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to submit to you the accompanying papers received from the Chamber of Commerce at Rangoon and relating to the case of Shew Bux (No. 450 of 1900 in the Chief Court of Lower Burma). From perusal of these papers my Committee is disposed to consider the matter one in which representation might properly be made by them to Government; but, not having full knowledge of the legal aspect of the questions involved, they have instructed me to beg that you will be good enough to advise them as to whether the law on the subject, the decision of the Chief Court, and the effect of that decision are correctly represented in the accompanying papers: whether there is any known difficulty in the way of such an alteration of the law as would at first sight appear desirable, and whether there is any particular point to be kept in view in such representation as the Committee may resolve to make to Government.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY, 10th June 1901.

FRED. NOEL-PATON, Esq., Secretary, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to acknowledge the receipt of your letter of the 5th instant, covering the papers received from the Chamber of Commerce, Rangoon.

The questions on which we are asked to advise are:—

(1) Whether

(*a*) the law on the subject
(*b*) the decision of the Chief Court
(*c*) the effect of that decision

are correctly represented in the papers accompanying your letter.

(2) Whether there is any known difficulty in the way of such an alteration of the law as would at first sight appear desirable.

(3) Whether there is any particular point to be kept in view in such representation as the Committee may resolve to make to Government.

1. (*a*) Assuming that the Court has correctly found that the accused was arrested by the Rangoon Police under the authority of the warrant at a place which was outside British India, we think that the law is correctly laid down in the judgment of the Court and incorrectly in the criticism upon it and that the direction to stay the proceedings was in accordance with the decision of the Privy Council referred to and relied on in the judgment, and we do not think that the judgment of the Chief Court of Burmah would be reversed by the Privy Council so far as that part of it is concerned, which part is really the gist of the judgment, notwithstanding that the concluding portion of it is somewhat wide in its terms.

We think that whenever a person is brought before a Court of law under a criminal process issued from that Court, the Court is bound, if called upon to do so, to enquire whether its own process has been lawfully issued and executed and we are not aware of a "constant stream of authority" to the contrary.

There are authorities to show that when a person has been brought within British Territory from Territories outside British Territory by means which either according to English law or according to the law of the Territories out of which the person has been brought were illegal, and criminal process has, after the person has been brought within British

Territory, been regularly and legally executed upon him, the Court will not enquire into what took place before the person was brought within British Territory, but will only enquire whether its own process was properly executed within its own jurisdiction.

Thus, if in the present case the accused had been brought into British Territories otherwise than under the warrant and had been then arrested under the warrant, the Court would not we think have enquired into the mode by which he was brought into British Territory, but would only have enquired whether its own process had been properly executed after he got there.

The mistake which, it seems to us was made in this case was in not requesting the Jeypore Durbar to convey the accused into British Territory and then executing the warrant on him after he had reached that Territory; or if the Durbar would not do that then those entrusted with the execution of the warrant should have taken charge of the accused when he was delivered to them and should themselves have first conveyed him into British Territory and then executed the warrant upon him instead of which they executed the warrant upon him in Territory which was not British and by that error vitiated that proceeding itself and all subsequent proceedings.

1. (*b*) The decision appears in the copy judgment, whether that copy correctly represents the decision we have no means of determining, but we presume it does.

1. (*c*) The effect of that decision is not we think correctly represented in the letter. The letter states "its effect is to give the accused an "absolute indemnity for all offences committed by him prior to May "1900." This is we think too widely expressed. If the accused had, prior to above date committed any offence distinct from the offence with which he was charged, the present decision would not prevent his being prosecuted for such other offence, and even as regards the offence in respect of which the warrant was issued we are not prepared to say that the accused cannot be rearrested and tried.

We understand the effect of the judgment to be to stay the proceedings until the accused could be placed in the same position as he occupied before the warrant was executed; but we are inclined to think that so soon as he had attained that posision or had had a reasonable time to do so an application might be made to remove the stay of proceedings and for a fresh warrant, and though it might be difficult to execute the warrant, now that the accused has been placed on his guard, still he

would be liable to arrest, and that is very different from being indemnified from the consequences of his offence.

2. An amendment of the law such as is suggested by the Chamber could only be effected after fresh treaties had been made with the Native States. Whether the Government would be disposed to negotiate fresh treaties on the grounds set forth in the papers we cannot say, but we may say that if the decision of the Chief Court of Burmah is wrong as the Rangoon Chamber of Commerce contend, we do not think that an application to Government to revise the treaties would be successful, because the Government would probably say that the basis of the application being a wrong interpretation of the existing law by the Chief Court of Burmah no case for revision had been made out, more especially as there was a remedy for such wrong decision, viz., an appeal to the Privy Council.

3. If, therefore, it is decided to make any representation to Government, such representation is, we think, likely to be successful only on the footing that the decision complained of is correct, and therefore, as it will doubtless be necessary to refer to that decision in the representation, we think the decision should not be commented on but tacitly treated as correct.

Our own opinion is that the failure of justice which has taken place is due to a mistake in the execution of the process and that although it might be advisable to amend the extradition treaties by including the offence of cheating, any representation to Government with that object should be supported by citing cases in which it had been found impossible to get at the criminal and not solely or even chiefly by a case like the present, where as a matter of fact the accused was secured, but escaped from the consequences of his offence not by reason of any defect in the treaties but by reason of a mistake which had nothing to do with the terms of the treaty.—We are, &c.,

CRAIGIE, LYNCH & OWEN.

BOMBAY CHAMBER of COMMERCE, 14th June 1901.

The SECRETARY, RANGOON CHAMBER of COMMERCE.

DEAR SIR,—In reply to your letter of the 18th ultimo, and in continuation of mine of the 18th April, I am instructed by my Committee to say that they have carefully considered the facts stated in the documents kindly furnished by you in conjunction with copies of the existing Extradition Treaties

with Jeypore, obtained from other sources. The perusal of those papers aroused some doubt as to the correctness of your view that the miscarriage of justice in this particular instance was due to a defect in the law. The Committee have, therefore, taken legal advice in the matter and are confirmed in the opinion that the fault lay not in the law which is usually found sufficient but in the manner of the arrest. I am, therefore, to say that my Committee do not at present regard the case as furnishing grounds for any representation to Government, having for object the alteration of the law, and that they, therefore, prefer to adhere to their first intention of awaiting the receipt by your Chamber of Government's reply to your letter of the 26th March.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER of COMMERCE, 14th June 1901.

Messrs. CRAIGIE, LYNCH AND OWEN.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the 10th instant, relative to the case of Shew Bux in the Rangoon Courts, and to convey to you their best thanks for your very lucid and interesting statement of the law in the matter.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

(COPY)

No. 567 of 1901.
IV—156

Dated NAINI-TAL, the 13th September, 1901.

From H. T. MORGAN, ESQ., I. C. S., Under Secretary to Government, N.-W. Provinces and Oudh to the SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore.

SIR,—I am directed to acknowledge the receipt of your letter dated 6th June last, forwarding a communication from the Rangoon Chamber of Commerce to the Government of Burma, regarding the failure of the criminal proceedings against a man named Shew Bux, who was arrested

at Jaipur on a charge or cheating various European firms in Rangoon. The Committee of the Upper India Chamber of Commerce express the opinion that the case in question demonstrates the needs, in the interests of the commercial public, of procuring some amendment of the treaties with Native States in their application to extraditable offences.

2. In reply, I am to say, for the information of the Chamber of Commerce, that the proposal to include cheating as an extradition offence in Treaties with Native States has been referred to the Government of India, and will be considered when the provisions of those treaties come under review.

3. I am to add that the judgment of Mr. Justice Fox in the case of Shew Bux does not in terms decide any question of jurisdiction. The learned Judge thought himself bound to stay proceedings in view of the circumstances in which the arrest was effected. The power to stay proceedings is exercised by the Courts in their discretion, when there is reason to apprehend that the rights of a foreign Government, or of a Native State in subordinate alliance with His Majesty have been disregarded. Even if it be assumed that the exercise of this power by Mr. Justice Fox is open to question, the Government of India do not consider that the case would be met by an alteration in the Code of Criminal Procedure.—I have, &c.,

H. T. MORGAN, Under Secretary to Government,
N.-W. P. & Oudh.

APPENDIX UU.

INSOLVENCY PROCEDURE. PROOF OF DEBTS BY CREDITORS OF INSOLVENT ESTATES AND THE DECLARATION OF DIVIDENDS.

No. 909 of 1901.

HIGH COURT, OFFICIAL ASSIGNEE'S OFFICE,

BOMBAY, 1st July 1901.

From N. C. MACLEOD, Esq., Official Assignee, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to forward herewith a memorandum relating to the proof of debts by creditors of insolvent estates and the declaration of dividends and to request you to circulate the same amongst your Committee. I am very anxious that the merchants and traders of Bombay should become acquainted with the practice and requirements of this Office relating to these subjects and I shall be obliged if you can inform me of the best means of arriving at this end.—I have, &c.,

N. C. MACLEOD, Official Assignee.

MEMORANDUM relating to the proof of debts by creditors of insolvent estates and the declaration of dividends.

The proper distribution of the assets of an insolvent's estate amongst his creditors is no less the duty of the Official Assignee than the getting in of those assets, so that I should like to draw the attention of the public and especially the members of the legal profession and the Chamber of Commerce to the system which has been lately inaugurated relating to the proof of debts and declaration of dividends. Until I was appointed Official Assignee it had been the practice to take the gross liabilities as stated in insolvents' schedules, and to declare dividends on those liabilities, without considering whether they were secured or unsecured or whether the particular amounts of each debt were correctly stated. Post cards were sent to creditors informing them that a dividend had

been declared and they were left to come in and prove their claims as they chose, with the result that lakhs of rupees have remained unclaimed. To obviate this I am endeavouring in each estate in which there are assets to ascertain first the amount of liabilities which are entitled to rank for dividend and then to declare dividends on such liabilities only. Notices, therefore, are first sent to all scheduled creditors calling upon them to prove and adjust their claims, and if creditors will only reply at once to these notices, a great deal of time will be saved in winding up insolvent estates. An application is then made to the Insolvent Court to fix a day for the declaration of a dividend and it is advertised in the usual papers that a dividend will be declared on all claims proved on or before that date. Before the declaration of a final dividend notices will be sent to all scheduled creditors who have not sent in their proofs stating that the estate is about to be wound up and the assets will be distributed without regard to their claims unless their proofs are lodged before the declaration of such final dividend. Forms of the affidavit required from creditors seeking to prove their claims can be obtained in my office to which must be annexed such evidence in the way of accounts and documents as would usually be required in proving a claim before a Court of Law. It is not sufficient, as many creditors seem to think, to swear that such and such an amount is due from an insolvent without adducing evidence in support. As regards partly secured creditors, they must either realise or estimate the value of their security before they can be admitted to rank for dividend for the unsecured balance of their claims. After a dividend has been declared, warrants will be posted to the registered addresses of creditors whose proofs have been admitted.

By the adoption of this system I am in hopes that in future the assets of involvent estates will be distributed with greater expedition and more fully amongst the creditors than has been the case in the past.

Dated this 1st day of July 1901.

N. C. MACLEOD, Official Assignee.

BOMBAY CHAMBER OF COMMERCE, 18th July 1901.

N. C. MACLEOD, Esq., Barrister-at-law, Official Assignee, High Court, Bombay.

SIR,—Under the instructions of the Committee of the Chamber of Commerce, I have the honour to thank you for your

letter No. 909, dated 1st instant, and covering a Memorandum relating to the proof of debts by creditors of insolvent estates and the declaration of dividends.

2. The said Memorandum has been read with interest and attention by the Members of Committee who now direct me to say that the procedure described therein appears to them likely to expedite the distribution of the assets of insolvent estates and so to increase largely the efficiency of the Department of which you are now in charge.

3. I am further to submit to you the following suggestions, in the hope that they may obtain the advantage of your influential support:

(*a*) That insolvents should be compelled to file their books more promptly than is, at present, required, and that the supervision under which those books are written up should be more effective. In the opinion of my Committee many forms of fraud result firstly from the delay in the surrender of books, secondly from the admission of books of which none is complete and thirdly from the conditions of virtual irresponsibility under which the incompleteness is, at present, repaired and taken advantage of by private accountants after the books have technically passed into the keeping of your department.

(*b*) That registration of partnership should be made so far compulsory in Bombay, that failure to effect such registration will render it very difficult to obtain discharge in event of insolvency.

(*c*) That only such books should be recognised for the purposes of your Department as have been registered, paged and stamped for a very small fee by a Government Office appointed to that effect (as is done on the Continent of Europe) and filed in your Office intact. It should also be insisted upon that the Cash Book at least should be found to have been booked up-to-date. My Committee

believe it to be beyond dispute that the present conditions conduce to extensive fraud and must, if maintained, largely frustrate the best efforts you may use for the greater practical usefulness of your Office.

(*d*) That it should be impossible for an insolvent to obtain a discharge unless he pay a substantial dividend, say not less than four or six annas in the Rupee. This condition might be given general application but should certainly be enforced in all cases where the foregoing stipulations have not been complied with.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1307 OF 1901.

HIGH COURT, OFFICIAL ASSIGNEE'S OFFICE,
BOMBAY, 20th September 1901.

From N. C. MACLEOD, Esq., Official Assignee, to the SECRETARY the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter of the 18th July last.

With reference to the suggestions of your Committee, I have the honor to state as follows:—

(*a*) 1. When an insolvent files his first statement in my office, on the day his petition is filed, a note is made if there is any reason to suppose that he has not lodged all the books in his possession and he is examined in my presence. If his conduct is not satisfactory he will not be granted a protection order. I do not think myself there is often fraudulent delay in the surrender of books except in cases where it is alleged that the books are in the possession of solvent partners, either up-country or in Bombay, who will not join in the petition. Such an excuse is no doubt often put forward, and while it is practically impossible to prove it to be false, the books remain inaccessible to creditors.

2. The books must be received in the condition in which they are at the date of insolvency. My experience leads me to apprehend that a large number of traders in Bombay must be in the habit of keeping their books largely in arrears, so that they are in complete

ignorance of their financial condition, but I do not see how this neglect of all businesslike principles can be remedied.

3. The only means of securing the correct and speedy completion of the books would be for this office to keep a large staff of skilled accountants, but I do not think the heavy cost of such an increase to the establishment would be sanctioned. At the same time, though private accountants are somewhat dilatory in their methods, I do not think there are sufficient grounds for supposing that their work is not correctly executed, as no original entries can be made. Only red ink is allowed to the Mehtas, and though that is not a complete safeguard against fraud, any wrongful entries made in black ink could be detected very easily. I think that your Committee is not fully aware of the circumstances under which books are made up in this office.

(*b*) The compulsory registration of partnerships would be a most desirable reform but this could only be effected by legislation.

(*c*) The registration and stamping of account books is another reform which can only be brought about by persistent agitation on the part of the various Chambers of Commerce in India. In fact the whole system of native book keeping demands the urgent attention of the Legislature.

(*d*) I quite agree with this suggestion. It is remarkable that though a non-trader cannot get his final discharge unless one-third of his debts have been satisfied, a trader can apply for his final discharge without having paid anything. At the same time I apprehend that the Court would not grant the discharge if any creditor appeared to object on the grounds that the assets had not yielded a substantial dividend. Application for final discharge are very seldom made and if made are generally unopposed.

In conclusion I may say that the Government of India have, for more than 15 years, been considering the best means of amending the Bankruptcy Law in India and I was lately given to understand that an amending Bill had actually been drafted. There can be no doubt that the present Act requires a thorough overhauling, but the demands made on the Legislative Department from other quarters seem hitherto to have prevented the Government from introducing a measure of reform which is urgently required by the mercantile communities of the Presidency Towns.—I have, &c.,

N. C. MACLEOD, Official Assignee.

BOMBAY CHAMBER of COMMERCE, 26th September 1901.

N. C. MACLEOD, Esq., Official Assignee, High Court.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of you letter No. 1397, dated 20th September 1901, in reply to the representations contained in this Chamber's communication of the 18th July. I am to convey to you the best thanks of the Chamber for the careful consideration you have given to the matters they had put before you, and for the interesting information you are good enough to afford them. The Committee note with satisfaction your recognition that the Act as it at present stands requires thorough overhauling; and they will be most happy to give their best attention to any proposals in this sense that may be made by Government.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1826-37
M. T. Brownrigg	1837-38
H. G. Gordon...	1838-39
J. Skinner	1839-40
T. R. Richmond	1840-41
C. B. Skinner...	1841-42
S. D. Murray	1842-43
J. Wright	1843-44
E. Lyon	
T. Cardwell	1844-45
J. Smith	1845-46
W. Graham	1846-47
John Parsons...	1847-48
A. G. Latham...	1848-49
Robert Strong...	1849-50
W. S. Grey	1850-51
John Parsons	1851-52
A. H. Campbell	1852-53
H. B. Gilmour	1853-54
James Graham	1854-55
W. F. Hunter...	1855-56
A. T. Binny	1856-57
H. B. Gilmour... ...	
John Fleming...	1857-58
Robert Ryrie	1858-59
H. D. Cartwright ...	1859-60
Henry Scott	
Andrew Grant ...	1860-61
George Hamilton ...	
George Lord	
James N. Fleming...	1861-62
Michael H. Scott ...	
Robert Hannay ...	1862-63
Alexander Brown ...	
Andrew Grant...	1863-64
A. C. Gumpert ...	1864-65
Alexander Stewart...	
A. J. Hunter	1865-66
W. Christian	1866-67
A. J. Hunter	
Alexander Brown ...	
J. Foggo	1867-68
Hamilton Maxwell... ...	1868-69
H. E. Astley	1869-70
D. Graham	
A. D. Grant	1870-71
W. G. Hall	1871-72
J. K. Eythell	1872-73
H. E. Bright	1873-74
E. Lord	
D. Watson	1874-75
J. A. Forbes	1875-76
G. F. Henry	1876-77
Donald Graham ...	
Walter Lang	1877-78
M. Mowat	1878-79
C. Macdonald...	1879-80
J. N. Graham...	1880-81
E. Comber	1881-82
W. M. Macaulay ...	
James Thorburn	1882-83
Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
A. F. Beaufort...	1890
L. R. W. Forrest	1890-92
J. L. Symons	1892
R. S. Campbell	1893
W. R. Macdonell	1893, 1894, 1895
A. F. Beaufort	1896
A. Abercrombie	1897
R. H. Macaulay	1898
A. Abercrombie	1899
The Hon'ble Mr. William Greaves ...	1900, 1901, 1902

Secretaries.

R. X. Murphy	1836-38
J. E. Brenan	1838
R. X. Murphy...	1838-41
T. J. A. Scott...	1841-46
John Connon	1846-57
John Mawson	1857-59
J. A. Crowe (Acting) ...	1858-59
H. Brooke	1859-64
James Taylor	1864-73
John Gordon	1873-84
David Watson (Acting)...	1881-82
John Marshall...	1884-98

FREDERICK NOEL-PATON, appointed 1898.

ANNUAL GENERAL MEETING.

PROCEEDINGS of the Annual General Meeting of the members of the Bombay Chamber of Commerce held on Wednesday, 12th March 1902, at 4 p.m., to transact the following business :—

(1) To receive the Report of the out-going Committee.

(2) To confirm the nomination of the members of the new Committee made in accordance with section 12 of Rule VII.

(3) To confirm the following Resolution :—"That the following rates of tonnage hitherto shown upon the Old Scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—

	Cwts.
Bajri in Bags	16
Coffee in Bags or Frazils	12
Copra in Robbins	8
Gram in Bags	15
Jawari in Bags	16
Lang in Bags	16
Mowra Flowers	16
Mussor in Bags	16
Teel or Gingelly Seed	14
Rape Seed	14
Mustard Seed	14
Rice in Bags	16
Saltpetre	16
Wheat	16

(4) To confirm the following Resolution :—"That the following addition be made to the Tonnage Scale":—

Cylindrical packages, rolls, &c., 40 cub. ft.

and that the following footnote be appended: On and after the 1st April, 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product.

Present:

The Hon. Mr. WILLIAM GREAVES, *Chairman, in the chair.*

Abraham, S., Esq.,
Armstrong, C. H., Esq.,
Bason, Milward, Esq.,
Begbie, J., Esq.,
Black, J. Esq.,
Booker, W., Esq.,
Brown, J. W., Esq.,
Coleman, F. M., Esq.,
Dick, J. M., Esq.,
Ditchburn, R., Esq.,
Fairclough, J., Esq.,
Glade, D. H., Esq.,
Greaves, John R., Esq.,
Humphry, J. Esq.,
Meyer, C. F., Esq.,
Moses, S. M., Esq.
Murdoch, J., Esq.,
Olivier, Lt.-Col. H. D., R.E.,
Petit, Jehanghir Bomonji, Esq.,
Petrie, W. W., Esq.,
Procter, H. E. E., Esq.,
Radcliffe, Cuthbert, Esq.,
Ritchie, Frank, Esq.,
Rustomjee, B. H. J., Esq.,
Rustomjee, D. H. J., Esq.,
Stiven, John, Esq.,
Vizbucandas Atmaram, Esq.,
Wagstaff, H. F., Esq.,
Wilson, G. M., Esq.,
Wright, H. C., Esq., and

FREDERICK NOEL-PATON, Esq., Secretary of the Chamber.

The Hon. Mr. William Greaves said: Before proposing the adoption of the Committee's report for 1901, I will, with your permission, make a few remarks on some of the more important matters which have occupied the attention of your Committee during the past year.

RAILWAYS.

You will notice in the Report now before you that some opposition has recently come to light in connection with our old friend the proposed Nagda-Bara-Muttra Railway, the construction of which has been advocated by this Chamber for so many years. It has occurred to me that possibly the objection I refer to has emanated from an idea that the members of this Chamber were opposed to the Agra-Delhi chord being constructed. If such an impression does exist it is quite unfounded, as this Chamber will welcome any additions to railways which are likely to increase or assist the trade of Bombay. The main reason for your Committee not urging Government to construct the Agra-Delhi chord has been that they consider it more important to trade to open up fertile tracts of country such as will be penetrated by the Nagda-Bara-Muttra, and they, therefore, have endeavoured to say nothing which will detract from the force of their representations on behalf of this railway. I will not attempt to put myself forward as an authority on railway matters and discuss in detail the objections raised, but to me it does appear beyond comprehension, how, notwithstanding the Nagda-Bara-Muttra scheme having been officially surveyed in 1894-96, and Government early in 1897 having decided to construct this railway, the Native States could, subsequently, project railways and Government sanction the same without considering the probability of the Nagda-Bara-Muttra Line being constructed at an early date. I may tell you that I am given to understand that not only has the Jeypore Durbar commenced the construction of a branch railway from Jeypore southwards to join the proposed Nagda-Bara-Muttra, but other States have already constructed railways with the same intention. When I say that the Nagda-Bara-Muttra was surveyed in 1894-96, I do not intend to convey to you the impression that it was in these years that the Nagda-Bara-Muttra scheme was first thought of, as such is not a fact ; a preliminary survey of what has resulted in this project having been made in 1887. In the recent correspondence between Government and your Committee respecting the

Nagda-Bara-Muttra scheme it is stated that the Supreme Government propose to undertake the construction of the Nagda-Bara-Muttra as funds can be made available without prejudice to the demands for certain other lines which for obvious reasons must have precedence. Government have, therefore, admitted the importance of the Nagda-Bara-Muttra scheme, but notwithstanding our having asked we are unable to ascertain what these "obvious" reasons are. I have heard it hinted that one of them may be the fact of the agreement between Government and the B. B. and C. I. Railway terminating in 1904, but if that is the case surely an arrangement can be come to with the B. B. and C. I. Railway which will obviate the further postponement of the construction of the Nagda-Bara-Muttra.

CONFERENCE WITH MR. ROBERTSON.

At the conference with Mr. Robertson held in this room on the 3rd of January, I notice that he made a reference to geographical position. This is an argument often stated when asking for a preference in railways. I, therefore, would suggest to Government that when considering such a recommendation they should carefully compare not only the present facilities of the respective ports, but see how and to what extent such ports are capable of enlargement. When making such comparisons Government will bear in mind that the drafts of steamers must steadily increase—a fact which has already been admitted by the management of the Suez Canal, who have decided to deepen their canal to 32 feet. From enquiries made respecting the leading ports in India I find that in Calcutta the maximum draft at their jetties is about 27 feet, whilst at times vessels drawing over 24 feet have to lighten at Diamond Harbour. As to Karachi in the fine season steamers up to 28 feet draft can be admitted into the harbour, but during the monsoon the entrance does not permit of steamers of more than 26 feet draft entering the port. Now, Gentlemen, compare the port of Bombay with these ports. Here we have one of the finest natural harbours in the world where vessels drawing fully 38 feet of water

can enter at any hour of the day or in any weather and anchor in perfect safety. As to our docks I may tell you that the Port Trustees are prepared, whenever trade demands it, to make a new dock which is designed for steamers of up to 32 feet draft. I, of course, admit that engineering skill and money can overcome most difficulties, but with such natural advantages as the port of Bombay enjoys it is needless to say that it must be economy to attract trade and develop such a harbour. In March, 1897, when it was decided by Government that the through connection from Nagda to Muttra and Delhi was to be preferred, one of the reasons given for the conference deciding thus was that the large railway schemes then on hand would benefit Bengal, Madras, Assam, and Burma, and therefore a scheme which would assist Bombay had a strong claim. Yet in 1902 not only are we still waiting for the construction of the Nagda-Bara to be commenced, but if you will refer to some figures given by Mr. Armstrong at the conference with Mr. Robertson you will see that the percentage proportions in which the various ports stand to benefit by railways now under construction are :—

Bombay	2·41	per cent.
Calcutta	68·70	„
Karachi	6·93	„
Madras	10·65	„
Burma	11·31	„

CONSTRUCTION OF NEW RAILWAYS.

In the 174 lakhs sanctioned in December last for capital expenditure on the construction of new railways during the coming financial year, I regret that I cannot find any work from which the port of Bombay will benefit. When discussing the Budget for 1901-2, Sir Edward Law explained his situation as regards securing capital for railway construction. One of his resources for this purpose is a proportion of surplus revenue. Now with the prospect which is practically assured of Government having an important surplus in revenue for the financial year

closing this month, I earnestly appeal to H. E. the Viceroy, who has wisely declared that he will not be deterred from following a steadfast policy of railway construction in this country, to recognise Bombay's rights as the first port in India to a greater share in the Government grants made for railway construction than it has had for several years past and thus fulfil the repeated promises of Government to the effect that the construction of the Nagda-Bara-Muttra Railway will be undertaken when funds can be made available.

Your Committee, in July last, addressed Government, calling their attention to the difficulties experienced by those importing produce to Bombay from the North-West owing to the failure or refusal of the railways in that district to supply wagons for such purpose. One can readily imagine that with a large demand for wagons the railway will be inclined to grant a preference to the merchant who will give the longest lead on the railway on which the traffic originates but this is quite contrary to the provisions of the Railway Act of 1890, and only a strong protest against such will assure Bombay merchants getting their rights. The Committee are as yet unaware if their recommendations in this matter have been given effect to. Therefore I would ask members of this Chamber to at once inform the Committee of such impediments to their trade, as we must see that Bombay gets fair play.

THE INSOLVENCY COURT.

In recent correspondence with the Official Assignee we have learnt with pleasure that several improvements have lately been introduced respecting the procedure in his office in the matter of insolvent estates. The more important of these have reference to the matter of the proof of debts by creditors, and prompt declarations of dividends. Your Committee have made several suggestions to the Official Assignee for the more efficient procedure in his office, but notwithstanding this official having every desire to perfect such procedure, it is unfortunately beyond his power to accede to our recommendations. I believe it is generally

admitted that the present Insolvency Act is not satisfactory, and such is not to be wondered at, seeing that it was passed in 1848, during which interval the trade of India has entirely changed. It is well-known to us all that the Insolvency Court is in many instances resorted to by dishonest traders, who conceal their assets, tire out their creditors by various means, pay no compensation, and eventually get their discharge. In England it is the duty of the Official Receiver to enquire into all cases of bankruptcy, and when he finds wrong doings on the part of the bankrupt, such as fraud, action is taken by the Public Prosecutor against the bankrupt. In this country it is the creditor's duty to oppose the discharge or take action against the insolvent, and I believe that those who have undertaken such actions have in most cases entailed heavy expenses, besides loss of much valuable time and, in the end got no satisfaction. One of the weak points in the present Insolvency Act is that there is nothing to prevent the trader from assigning his properties or goods immediately prior to him filing his schedule, and the want of such is, I believe, in many instances responsible for so few insolvent estates having any assets. I believe that an amendment to this Act has already been under consideration, but difficulties have arisen and nothing has been done. I, however, hope that the day is not far distant when Government will take in hand the revision of this Act.

CABLE MESSAGES.

The reduction in the charge for cable messages to Europe, which came into force this month, has been welcomed by the whole community having relations with the West. There is no doubt that we owe a debt of gratitude to H. E. the Viceroy for the determined manner in which he took up this question, and we are also deeply indebted to Sir Edward Sassoon for the persistent manner in which he pressed our claims for a reduction in rates on the authorities in England. Sir Edward spared neither time or inconvenience to himself in supporting our claim, and I am sure that the success of our appeals for reduced rates is in a great measure due to him.

RED SEA LIGHTS.

In looking through the records of this Chamber I find that repeated applications have been made to Government for additional lights in the Red Sea, so I am sure you were all gratified to learn from the newspapers that four new lights in the Red Sea are now in course of construction. The Bombay Government recently recommended that the light which is now about to be replaced at Kennery Island with one of greater power should be erected at Balfe Point, Perim, but I regret to say our latest advices are that the Board of Trade refuse to bear any part of the cost of the proposed change, so the idea may fall through. Your Committee, however, have, on the strength of a strong representation made to them by a number of steamship agents, again addressed Government urging the importance of having a light at Balfe Point, and it is to be hoped the proposed scheme of the Bombay Government will be carried out.

COMMERCIAL EDUCATION.

It will no doubt be of interest to most of you, gentlemen, to know that orders have been issued by Government for the Principal of the Elphinstone High School to hold or rather to supervise examinations in commercial education. The Examination Papers are set by the London Chamber of Commerce, which are sent to the examiner here, and he transmits to the London Chamber the answers of the candidates, and in due course the names of those who pass the examination are sent to Bombay and published in the *Government Gazette*. Should any of you wish to see what the questions are which have been put to the candidates in pervious examinations you can do so by applying to the Secretary of this Chamber. I may tell you that within the past few weeks your Committee have been addressed by the Director of Public Instruction and asked to secure the help and co-operation of the members of this Chamber in connection with this scheme of education, and your Committee have replied practically promising your support, and it has been decided to institute a register in the office of this Chamber in which will be kept the names, caste, age, and addresses of the successful candidates, and this register will be open to all members. What we have in view is that when any member requires a junior clerk he will refer to this register and select a young man. The fact of the youths having passed this examination is a guarantee of them having been educated up

to a standard which in London is considered sufficient to qualify for junior clerkships in merchants' offices. Speaking from my own experience I have found that when I wanted a youth of a different caste to that of the majority of the clerks in a particular department it has been most difficult to find him, and when I have advertised in the papers for a clerk, applications of a kind have been plentiful, but I have found it most difficult to ascertain the qualifications of the candidates. Now, with the register I have spoken of one can pick out the caste required, and at the same time get a youth with a guarantee that he has been educated up to a standard which ought to enable him to become a good clerk. I think, gentlemen, that this scheme deserves the support of the mercantile community of Bombay, and I trust you will give it encouragement.

THE WORK OF THE CHAMBER.

I will now invite your attention to the report which has been so ably drawn up by our Secretary. You will see that he has given a detailed and comprehensive *resume* on all the more important subjects which have been before the Committee during the past year. You will also notice that he has given a reference where the same subjects have been before previous Committees, and so made the report more interesting and valuable than it otherwise would have been. All this has, of course, entailed great labour on him, and is, perhaps, responsible for our meeting being a little later in the year than usual ; but I am sure we all appreciate his efforts to make the report as perfect as possible. When speaking of the annual report I will take the opportunity of telling you that your Committee, on the recommendation of the Secretary, have sanctioned the employment of a special clerk to draw up an index of the various subjects dealt with in the annual reports published by this Chamber since its establishment in 1836. Those who have had to trace any particular matter in the records of this Chamber must have found the indexing somewhat faulty, which is not to be wondered at when one considers the number of different men that have had a hand in the framing of these reports. We, however, are confident that an index drawn up under the supervision of our Secretary will add materially to the usefulness of the history of the trade of Bombay which is contained in our annual reports. As to our finances, thanks to the large shipments of cotton we are able to show a profit on our working expenses of Rs. 9,105-6-0, which, needless to say, is most satisfactory. The Chairman then proposed "That the Report of the Committee of the Bombay

Chamber of Commerce for the year 1901, which has been circulated, be adopted and printed for general information, together with the documents therein refered to."

Mr. C. H. Armstrong said :—It falls to my lot, as Deputy Chairman, to second the proposal that has just been placed before you by the Hon. Mr. Greaves, and I do so with great pleasure, because I feel that the year's record is an exceptionally good one. We may not, perhaps, excepting as regards railways, have dealt with many matters of great importance, but the subjects that have come before us have been very numerous, and many of them of great local interest. Our Chairman has dealt so fully with our railway problem that I will only briefly allude to it, but I may say that it was a great pleasure to your Committee to meet Mr. Robertson, the Special Commissioner appointed by the India Office to enquire into the administration and working of Indian Railways, and I trust that good will come of the interview. Facts and figures, when plainly stated, often carry great weight, and I believe many, after hearing the percentages I put forward, were amazed that so little is now being done by the Government of India in railway construction and extension for the benefit of this port, undoubtedly the finest harbour in India, and one which affords all possible facilities.

COMMUNICATION WITH DELHI.

When addressing Mr. Robertson, I remarked that we admitted a feeling of great disappointment as regards the progress, or at least the want of it, that has lately been made in schemes in which we are interested, and such undoubtedly was the case at that time. But there are now signs, but only slight ones, I admit, that give us some hope that the project we have so earnestly advocated for many years, of connection with Delhi, *via* Nagda and Bara, will, ere long, be again taken into consideration, and I trust this time with a favourable and rapid result. The position of the Government of India as regards this line is most difficult to follow, for after placing it first, or at any rate giving it preference in their list a few years ago, it has now no place in their three years' programme which was lately issued. Now, gentlemen, what are the advantages of this line to us? In the first place, it will open up for Bombay a new country ; in the second place, it will attract, by connecting lines, traffic from adjacent districts to Bombay, the natural outlet; and in the third place, it will give us a short run to Delhi. Now, gentlemen, we are glad at all times to consider the financial position of Government as regards existing main lines, but as merchants we cannot allow other

interests—and there appear to be such interests—to stand for ever in the way of a project, which we feel, will materially benefit our trade in both exports and imports, and for this reason we must continue to press to a successful issue the scheme we have urged for so long, and of which the Government of India have approved. I feel sure that European merchants in Bombay are fully alive to the advisability of supplies from up-country being attracted to this port, and I trust our native friends, who are interested mainly in imports, are equally alive to the necessity of keeping well in touch with up-country markets. The policy, if I may so call it, of exclusion which has for some years been encouraged by native dealers in Bombay, must end sooner or later in disappointment, and there is much, I think, now to show that our native import dealers have not made in the past few years as much headway in up-country markets as traders in other Indian ports. I commend this matter to the native dealers of Bombay, and can assure them that any representations that they may make to this Chamber as regards railway rates and facilities for their trade will always receive our most careful consideration, and, if possible, support.

PIECE-GOODS DISPUTES.

During the past year your Committee have had to deal with a large number of disputes caused by the careless stamping at home of the lengths of piece-goods, and after much consideration, and after consultation with the Manchester Chamber of Commerce, your Committee framed a set of rules to come into force on the 1st July, which, they understood, would meet with acceptance—for there can be no doubt that it is for the good of our trade that cloths should be what they are represented to be, and any laxity in this respect is liable to damage the reputation of Bombay goods in up-country markets. But since the report was issued, a letter has been received from the Manchester Chamber, suggesting certain fresh proposals which appear to me eminently fair and reasonable, and I have no doubt that one of the first acts of the new Committee will be to call together the sub-committee under which our late circular was issued, in order that it may be withdrawn and a new one substituted on the lines now proposed by our friends in Manchester, who, of course, can best say what can be done and what is fair for all parties. I share the pleasure our Chairman has expressed in the reduction in the cost of telegrams to Europe, and I quite agree that our thanks are due to all, not only in this country, but in Parliament and elsewhere, who have helped in the settlement of this matter.

SHORT REELING GREY YARNS.

A subject which is briefly alluded to in the report is the short reeling of grey yarns by mills in India, notably up-country. Your Committee have considered this matter on several occasions, but as mentioned in the report they feel that in the first instance it is a subject which should be taken up by the Millowners' Association. Nothing, however, has apparently been done by this body as yet, and as many of us are importers of grey yarns from Lancashire, and as many mills in India are now spinning finer counts than they did, and are, therefore, in competition with imported yarns, it behoves the Committee of this Chamber to watch the matter carefully in the interests of the trade of its members. And Government will, no doubt, keep themselves fully informed of what is going on in the interests of the hand-loom weaver who is in many cases receiving a hank of only about 730 yards instead of the regulation 840 as laid down in the Act. Now, gentlemen, this is a matter in which I have taken a good deal of interest, and I will not disguise from you that there are difficulties in the way of its adjustment. We all of us work under the Merchandise Marks Act, and we should all be subject to the same conditions, but as a matter of fact an importer receives one treatment and a local spinner another, which, in effect, is really none at all. I will make my meaning quite clear. If an importer endeavours to pass short reeled yarn from England through an Indian Custom House, he is—provided the authorities have warning of the shipment—immediately stopped by the Collector of Customs under, I believe, the Sea Customs Act. The yarn is then tested, and, if found contrary to the provisions of the Merchandise Marks Act, is confiscated, or a fine is imposed, and the bales have to be re-shipped. This is what I call summary judgment, and such prompt action is not only advisable, but necessary in the interests of trade generally. But a local spinner is not subject to any such test. He may reel his yarn short, and no official will, or can take action on the same lines. It is, of course, open to anyone to take a case—if, for instance, it is an up-country mill—into a mofussil court, but apart from the very obvious fact that it is not the duty of the individual to enforce the law for the benefit of the community at large, this course is difficult to follow because of the delay which attends such procedure, and as short reeling is an offence against the law of the land it should be promptly dealt with. In support of the foregoing statement, I may mention that it cost a leading firm in India, only the other day, over Rs. 25,000 and two years' time to get judgment in a court in Northern India on a comparatively simple matter, *viz.*, their claim to a

number on piece-goods. The remedy, to my mind, for short reeling should not be difficult, but as I understand that the Government of Bombay are fully alive to the situation, and as it is possible that the ventilation of this question may already have done some good, though I rather fear not very much, I will not press the matter further just now, beyond expressing the hope that Government will not on any account permit a general departure from the principles of the Merchandise Marks Act, and that mills in this country, particularly in and around this Presidency, will profit by what has happened and will spin their yarns full length in future.

The rapid clearing of goods through the Custom House is a subject your Committee have taken much interest in, in order to facilitate the delivery of goods from the Docks, and the incoming Committee will, no doubt, shortly be receiving a reply from the Collector of Customs, which, I trust and feel sure will be satisfactory, to a letter which the outgoing Committee addressed to him a short time ago. With these few remarks, gentlemen, I beg to second the proposal for the adoption of the report.

In supporting the motion Mr. H. C. Wright said : A large portion of the report is devoted to railway matters, especially the proposed Nagda-Bara-Muttra Railway, which we all regret to see has not yet been commenced. I fail to see why Government should not tell us plainly what their reasons are for placing such an important scheme in the background. The manner in which the Committee has continued to press this important scheme deserves our thanks, and I trust that when our Chairman meets us next year he will be able to report that some real progress has been made. One of the most important matters referred to in the report, and dealt with by our Chairman, is the question of the present Insolvency Act. This Act, which was passed over fifty years ago, is so unsatisfactory that I believe its revision would be an almost hopeless task, and nothing short of an entirely new Act would be of much use. There are many improvements which might be introduced in a new Act—for instance : (1) the Official Assignee might be invested with powers to examine insolvents ; (2) the duties of an insolvent might be more clearly defined ; and (3) the adjudication of insolvents might be possible in the petition by a creditor that an act of bankruptcy has been committed. The way that debtors evade their liabilities and make away with their assets is nothing short of a scandal, and I hope the matter will receive the early attention of Government, and that before long we

shall have a new and better Insolvency Act. The thanks of members are due to the Official Assignee, who has done as much as he possibly can to simplify the proceedings in his office. It is most satisfactory to deal with an official who does his best to settle matters brought before him in a prompt and business-like manner.

SHORT REELING.

The Deputy Chairman has made some interesting remarks on the question of the short reeling of country-made yarn. There is, I think, little doubt that the practice is in distinct contravention of the Merchandise Marks Act. How far the native hand-loom weaver is deceived is a question on which people hold different opinions, and I do not think it is certain that he does not know what length of yarn he is buying. Personally, I think that seeing that the weaver is as much of an expert as the dealer who sells to him, it is most unlikely that the deception can be carried on. The law seems clear, and seeing that the Millowners' Association seems disinclined to take the matter up and that no specific instance has been brought before the Chamber showing that the present law cannot cope with the matter, I think our Committee has done wisely in declining, at all events for the present, to approach Government in the matter. It is not necessary that individuals should have the trouble and incur the odium of prosecuting offenders, for the District Magistrate is empowered to take action, and in one instance, of which I have personal knowledge, the Collector, who was also the District Magistrate, was prepared to take action against some up-country mills, if they had not promised to stop short reeling. (Applause.)

Mr. F. C. Macrae said, with reference to the remarks of Mr. Wright he was glad to hear that a District Magistrate had expressed himself prepared to take action against certain up-country mills if they had not promised to stop the practice of short reeling. He was sorry to hear that the Millowners' Association had not seen their way to take this matter up, but it was more a matter for the Chamber to deal with, and he hoped they would not lose sight of it.

Mr. John R. Greaves remarked that judging from what Mr. Wright had said no specific case had been presented. The Millowners' Association had no intention of disregarding the question, but before it could be specifically gone into full details were required.

Mr. Armstrong said the last speaker had misunderstood Mr. Wright's remarks—what he said was that no specific instance had been brought

before the Chamber showing that the present law could not cope with it. As a matter of fact, various cases of short reeling had been brought before the Chamber.

Mr. John R. Greaves : Have they been sent to the Millowners' Association ?

Mr. Armstrong : They have not.

Mr. John R. Greaves remarked that in his opinion they should have been.

The report was adopted.

The Hon'ble Mr. Moses, in proposing a vote of thanks to the Chairman, Deputy Chairman and the out-going Committee for their able conduct of the affairs of the Chamber during the past year, said :— Gentlemen,—We meet once more to-day to receive the report of the past year of the Committee of this Chamber which discloses a vast amount of solid work done, and the great attention and care bestowed by them upon every conceivable subject of commercial interest and importance that came up before them for consideration, for which we are very grateful. Gentlemen, as we meet at this Chamber once a year to ventilate our views on commercial matters I should be wanting in my duty if I did not seize this opportunity of making some observations upon subjects of vital importance to this Presidency, nay to all India, in which I am sure every merchant here is interested. It is now over nine years since the Mints were closed to the free coinage of silver, and the currency legislation has had a fair trial. There is no denying the fact as to the success of Government in establishing a stable currency for India—after a stubborn resistance it has yielded to the superior force of the Imperial Government. But let us see at what cost it has been achieved. Our mill industry, in which no less than fifteen million sterling is invested, which was flourishing before the closing of the mints, has since been gradually decaying, until it has now reached the brink of bankruptcy. No less than fourteen mills are about to be liquidated, and some of them, brand new ones, were knocked down at the hammer realizing only a third of their original cost. What has brought about such a deplorable state of affairs ? I maintain it is the closing of the mints against the free coinage of silver which has necessarily diminished the demand for the white metal, and the prices have been steadily declining, with the result that our exchanges with the Far East have been following in the wake of silver on the lower basis, thus rendering our trade with that country unprofit-

able. This has been going on year by year until the trade is now almost paralized. The mills are obliged to export to China what they produce, whether on their own account or by selling to the China merchants, but the results to all concerned have been all the same unremunerative, as they were not able to obtain sufficiently high dollar prices from John Chinaman commensurate with the fall in exchange. When our twist reaches China, there it is met with keen competition by the Chinese and the Japanese mills. I don't say that our competitors have shared a better fate, but that is a poor consolation for us. It would be interesting to enquire as to who has benefitted by the currency legislation, and who has suffered. As far as I can judge, the Government save about five millions sterling annually, and the Lancashire people derive a partial benefit by the favourable realization of their imported goods. Against that it is estimated that the taxpayers of India and its agriculturists suffer to the tune of about twenty million sterling per annum. The cultivators of cotton and seeds of this Presidency are groaning under the oppression, but can find no sympathisers. And in the same manner the tea, silk and indigo planters on the other side of India grumble that their trade is being ruined by the unfavourable artificial exchange when exporting their goods, but without finding redress. And, as I explained before, our mill industry is in a very deplorable state just now.

TAXATION OF ENGLAND AND INDIA.

The Secretary of State, on comparing the taxation of England and India, said the other day in Parliament that the taxation in India has remained stationary, there have been no new taxes imposed since he has been in office. That may be perfectly true, but is his Lordship aware that since the closing of the mints the taxpayers and the agriculturists pay about 30 per cent. indirect taxation? Instead of 11d., the intrinsic metallic value of a rupee, it is now artificially fixed at 16d. Those that are sceptical on the subject of the indirect taxation, let me assure them that I am not singular in this opinion. The Government of India had been contemplating about an artificial rupee since 1875, and sought the support of the then Home Government on the question. On referring the matter to the Lords Commissioners of the Treasury they expressed their opinion on the subject in a letter to the Secretary of State for India, dated the 24th November 1879. With your permission I will quote a small portion of that letter :—"The Government of India propose that the free coinage of silver be restricted so that the rupee shall no longer remain as at present, simply a piece of silver of a given weight and fineness, but shall in addition to these qualities bear a fixed relative value to the Eng-

lish sovereign. The proposal appears open to these objections to a token currency which have long been recognised by all civilized nations. It appears, too, that the Government of India, in making the present proposal, lay themselves open to the same criticisms as are made upon Governments which have depreciated their currencies. In general, the object of such Government has been to diminish the amount they have to pay to their creditors. In the present case, the object of the Indian Government appears to be to increase the amount they have to receive from their tax-payers. If the present level of exchange be due to the depreciation of silver, the Government scheme may relieve the Indian Government and others who desire to remit money to England, but this relief will be given "*at the expense of the Indian taxpayer and with the effect of increasing every debt on fixed payment in India.*" I am sure the taxes in England have not been increased to the extent which the taxpayers in India are subjected to by the operations of the currency legislation. I therefore ask, Would not the taxpayer prefer to pay a slightly increased tax here and there to meet the deficit of the Indian Exchequer of five millions sterling per annum, and have an open mint and an unhampered trade, to the present state of affairs of uncertainty and embarrassment?

IMPOVERISHMENT OF INDIA.

Until this is done I fear the impoverishment of India will continue, and I sincerely trust that Government will come to the rescue before they find her in *extremis*. Gentlemen, you are aware that simultaneously with the closing of the mints an excise duty was imposed on our manufactured goods, presumably as a protection for the Manchester goods; but in reality our goods do not compete with theirs, as we produce coarse goods and they of finer qualities. I, therefore, take it that this tax goes to augment the revenue of Government, but with the present flourishing state of Indian finances I am sure they could well afford to abolish it. I might mention that this tax comes to about half-a-lakh of rupees on an average per annum on a weaving mill having about 1,000 looms, which is no small burden to bear in these days of competition. It will afford a great relief to our struggling industry if this tax is abolished. As one of the results of currency legislation, it was sanguinely expected that owing to the fixity of exchange capital from Europe would be attracted to India for investment. But we have failed to see such a consummation. I would humbly suggest that H. E. the Viceroy may be graciously pleased to appoint a Commission to enquire into the economic condition of India generally, and particularly as re-

gards the effect of the currency legislation on the prosperity of the industrial and agricultural classes of this great Empire, and to suggest remedies for their amelioration. Gentlemen, I hope you will pardon this digression, but trust that the importance of the subject may be considered a sufficient justification. I have now much pleasure in proposing that the best thanks of the Chamber be tendered to the Chairman, Deputy Chairman, the out-going Committee, and the Secretary, for their able conduct of the affairs of the Chamber during the past year. (Applause.)

Mr. Macrae seconded, and the resolution was agreed to.

OTHER MOTIONS.

MEMBERS OF THE COMMITTEE.

On the motion of Mr. J. Murdoch, seconded by Mr. J. Fairclough, it was agreed : " That the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1902 :— Lieut.-Colonel H. D. Olivier, R.E., Messrs. H. Blascheck, J. M. Dick, A. M. Monteath, W. W. Petrie, H. E. E. Procter, and J. Stiven."

RATES OF TONNAGE.

It was proposed by Mr. J. M. Dick, seconded by Mr. H. E. E. Procter, and agreed, that the following rates of tonnage hitherto shown upon the old scale, and which were now declared obsolete and void, be entirely deleted from the tonnage scale :—

	cwts.
Bajri in bags	16
Coffee in bags or frazils	12
Copra in robbins	8
Gram in bags	15
Jowari in bags	16
Lang in bags	16
Mowra flowers...	16
Musoor in bags	16
Teel or gingellyseed	14
Rapeseed	14
Mustardseed	14
Rice in bags	16
Saltpetre	16
Wheat	16

Mr. C. Radcliffe proposed, Mr. F. Ritchie seconded, and it was agreed ; " That the following addition be made to the tonnage scale :—

Cylindrical packages, rolls, etc., 40 cubic feet, and that the following footnote be appended :—On and after 1st April, 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages : namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product."

RE-ELECTION OF AUDITORS.

It was proposed by the Chairman, seconded by Mr. H. C. Wright, and agreed : "That Messrs. Ferguson and Irvine be re-elected auditors of the Chamber's accounts for the year 1902 on the remuneration hitherto paid to them."

A vote of thanks to the Chairman concluded the business of the meeting.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened in the Official Years 1858-59 *to* 1900-1901.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1858-59	626¼	21,730,000	12,817,071	34,547,071
1859-60	839¼	24,265,000	16,356,963	40,621,963
1860-61	1587¾	23,495,000	10,677,077	34,172,077
1861-62	2335¾	22,320,000	14,951,985	37,271,985
1862-63	2550	22,630,000	20,508,967	43,138,967
1863-64	2966¾	27,145,000	22,962,581	50,107,581
1864-65	3372¾	28,150,000	21,363,325	49,513,325
1865-66	3568¾	29,600,000	29,577,301	59,157,301
1866-67	3936¼	29,040,000	13,236,905	42,276,905
1867-68	4016¼	35,705,000	11,775,374	47,480,374
1868-69	4294¾	35,900,000	15,155,954	51,145,954
1869-70	4775	32,925,000	13,954,807	46,879,807
1870-71	5077¼	34,470,000	5,444,823	39,914,823
1871-72	5370¼	32,090,000	11,573,813	43,663,813
1872-73	5695	31,875,000	4,556,585	36,431,585
1873-74	6227¾	33,835,000	5,792,534	39,627,534
1874-75	6519	36,220,000	8,141,047	44,361,047
1875-76	6833	38,515,000	5,300,722	43,815,722
1876-77	7322¼	37,440,000	11,436,120	48,876,120
1877-78	8212	41,464,000	17,355,459	58,819,459
1878-79	8492¾	37,801,000	7,056,748	44,857,748
1879-80	9308	41,172,000	11,654,894	52,826,894
1880-81	9892	53,086,800	8,997,200	62,084,000
1881-82	10145½	49,113,000	11,322,800	60,435,800
1882-83	10780¼	52,098,700	13,453,400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12000⅓	55,701,600	13,888,200	69,589,800
1885-86	12375¼	55,652,000	15,467,000	71,119,000
1886-87	13386	61,812,000	11,048,300	72,860,300
1887-88	14377	65,004,500	13,812,500	78,817,000
1888-89	15242¼	69,437,700	13,845,000	83,282,700
1889-90	16092½	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300
1891-92	17564	69,427,600	14,722,600	84,150,200
1892-93	18042	66,278,600	17,009,800	83,288,400
1893-94	18500	77,026,100	18,461,200	95,487,300
1894-95	18855¼	73,516,500	9,581,200	83,097,700
1895-96	19677⅔	72,936,100	13,368,000	86,304,100
1896-97	20390¼	76,215,800	13,084,500	89,300,300
1897-98	21156¾	73,634,300	20,530,600	94,164,900
1898-99	22491	72,110,700	17,895,600	90,006,300
1899-1900	23763	75,304,500	20,973,600	96,278,100
1900-1901	†...	80,894,100	24,576,200	105,470,300

† Figures not received up to time of publication.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened in the Official Years 1858-59 *to* 1900-1901.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1858-59	626¼	29,860,000	669,427	30,529,427
1859-60	839¼	27,960,000	929,007	28,889,007
1860-61	1587¾	32,970,000	1,119,549	34,089,549
1861-62	2335¾	36,320,000	683,355	37,003,355
1862-63	2550	*47,860,000	1,111,140	48,971,140
1863-64	2966¾	*65,625,000	1,270,435	66,895,435
1864-65	3372¾	*68,025,000	1,444,775	69,469,775
1865-66	3568¾	*65,490,000	2,165,352	67,655,352
1866-67	3936½	41,860,000	2,431,503	44,291,503
1867-68	4016¼	50,875,000	1,571,946	52,446,946
1868-69	4294¾	53,060,000	1,395,580	54,455,580
1869-70	4775	52,470,000	1,042,353	53,512,353
1870-71	5077¼	55,335,000	2,220,765	57,555,765
1871-72	5370¼	63,190,000	1,495,642	64,685,642
1872-73	5695	55,230,000	1,308,579	56,538,579
1873-74	6227¾	54,980,000	1,958,512	56,938,519
1874-75	6519	56,360,000	1,625,309	57,985,309
1875-76	6833	56,210,000	2,200,236	58,410,236
1876-77	7322¼	61,013,000	4,029,898	65,042,898
1877-78	8212	65,222,000	2,210,995	67,432,995
1878-79	8492¾	60,937,000	3,982,228	64,919,228
1879-80	9308	67,210,000	2,035,147	69,245,147
1880-81	9892	74,541,000	1,440,400	75,981,400
1881-82	10145⅓	81,966,000	1,099,700	83,065,700
1882-83	10780¼	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12000⅓	83,170,100	1,968,900	85,139,300
1885-86	12375½	83,861,200	1,108,200	84,969,400
1886-87	13386	88,481,000	1,720,400	90,201,400
1887-88	14377	90,543,600	1,604,600	92,148,200
1888-89	15242¼	97,060,200	1,784,400	98,844,600
1889-90	16092⅓	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200
1891-92	17564	108,178,000	3,286,700	111,464,700
1892-93	18042	106,574,700	6,958,900	113,533,600
1893-94	18500	106,514,800	4,100,200	110,615,000
1894-95	18855¼	108,929,100	8,226,100	117,155,200
1895-96	19677½	114,345,900	4,259,800	118,605,700
1896-97	20390¼	103,983,600	4,937,500	108,921,100
1897-98	21156¾	97,635,200	7,148,600	104,783,800
1898-99	22491	112,801,200	7,411,400	120,212,600
1899-1900	23763	109,113,600	7,956,400	117,070,000
1900-1901	†...	107,764,400	14,227,400	121,991,800

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1895-96 *to* 1900-1901.

	1895-96.	1896-97.	1897-98	1898-99.	1899-1900.	1900-1901.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	27,20,56,815	30,29,00,607	28,04,00,954	27,96,74,583	29,75,88,460	31,86,91,468
Bombay	27,90,70,360	26,90,30,495	24,60,13,275	25,65,19,017	26,27,60,464	26,35,08,801
Sindh	3,80,96,014	4,39,02,765	4,63,38,090	3,97,76,931	4,22,62,878	4,56,41,007
Madras	5,69,38,590	5,82,37,016	6,39,15,864	5,26,74,824	5,58,08,813	6,62,40,579
British Burmah	4,71,45,063	4,54,73,509	5,72,71,575	5,60,87,127	4,86,97,999	6,86,91,833
Total...	69,33,06,842	71,95,44,392	69,39,39,758	68,47,32,482	70,71,18,614	76,27,73,688
Ditto Government Stores	3,60,54,502	4,26,13,960	4,24,03,401	3,63,74,679	4,59,26,171	4,61,67,185
Total Merchandise...	72,93,61,344	76,21,58,352	73,63,43,159	72,11,07,161	75,30,44,785	80,89,40,873
Treasure, Private.						
Bengal	1,35,90,673	1,77,75,882	3,26,10,705	3,62,20,891	5,60,56,464	5,74,92,830
Bombay	11,52,37,999	10,47,26,368	16,34,75,590	13,75,45,908	14,63,92,785	9,76,14,457
Sindh	17,64,100	31,65,925	37,82,604	24,81,499	16,26,078	3,30,006
Madras	18,17,435	38,33,292	35,01,572	18,11,753	50,13,840	79,71,553
British Burmah	11,79,647	12,52,061	13,92,394	7,79,516	4,95,965	12,21,434
Total...	13,35,89,854	13,07,53,528	20,47,62,865	17,88,39,567	20,95,85,132	16,46,30,280
Ditto Government	90,000	92,107	5,43,305	1,16,560	1,51,719	8,11,31,538
Total Treasure...	13,36,79,854	13,08,45,635	20,53,06,170	17,89,56,127	20,97,36,851	24,57,61,818
Grand Total of Imports...	86,30,41,198	89,30,03,987	94,16,49,329	90,00,63,288	96,27,81,636	1,05,47,02,691
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	15,23,931	18,10,970	17,78,609	19,80,944	19,56,553	22,34,637
Bombay	3,77,45,286	3,12,61,727	2,76,96,058	2,53,35,785	2,46,94,259	2,44,49,048

Sindh	72,35,476	66,89,164	72,91,981	52,79,078	51,51,023	43,10,239
Madras	4,27,071	3,35,670	5,80,924	6,83,953	7,20,425	6,36,397
British Burmah	2,78,533	2,38,841	2,77,513	4,22,205	4,04,317	4,55,173
Total...	4,72,10,297	4,03,36,372	3,76,25,085	3,37,11,965	3,29,26,577	3,20,85,494
(Indian Produce and Manufactures.)						
Bengal	46,42,27,935	45,37,86,091	44,95,02,147	45,75,47,526	50,06,69,350	54,92,09,763
Bombay	34,17,58,339	30,03,64,020	24,68,85,081	32,40,45,795	27,76,19,894	24,72,28,621
Sindh	5,64,47,557	3,31,36,082	3,87,00,454	8,40,26,837	5,81,32,711	2,88,56,701
Madras	12,76,96,456	11,79,82,198	11,35,44,416	11,11,03,251	11,92,45,895	11,68,60,551
British Burmah	10,54,02,773	9,35,33,433	8,91,39,539	11,67,93,919	10,14,70,678	9,99,07,654
Total...	1,09,55,33,060	99,88,01,824	93,77,71,637	1,09,35,17,328	1,05,71,38,528	1,04,20,63,290
Total Fgn. & Indian Merchandise exported.						
Bengal	46,57,51,866	45,55,97,061	45,12,80,756	45,95,28,470	50,26,25,903	55,14,44,400
Bombay	37,95,03,625	33,16,25,747	27,45,81,139	34,93,81,580	30,23,14,153	27,16,77,669
Sindh	6,36,83,033	3,98,25,246	4,59,92,435	8,93,05,915	6,32,83,734	3,31,66,940
Madras	12,81,23,527	11,83,17,868	11,41,25,340	11,17,87,204	11,99,66,320	11,74,96,048
British Burmah	10,56,81,306	9,37,72,274	8,94,17,052	11,72,26,124	10,18,74,995	10,03,62,827
Total...	1,14,27,43,357	1,03,91,38,196	97,53,96,722	1,12,72,29,293	1,09,00,05,105	1,07,41,48,784
Ditto Government Stores	7,15,984	6,97,988	9,55,080	7,82,518	10,71,343	34,95,359
Total Merchandise...	1,14,34,59,341	1,03,98,36,184	97,63,51,802	1,12,80,11,811	1,09,11,36,448	1,07,76,44,143
Treasure, Private.						
Bengal	20,28,130	32,78,127	1,18,30,971	76,04,505	39,67,384	63,74,486
Bombay	3,54,94,841	4,45,47,680	5,80,41,367	6,36,83,567	7,44,43,593	6,46,07,098
Sindh	5,69,300	6,45,235	2,54,673	2,64,985	4,30,133	7,50,452
Madras	42,29,734	4,73,800	5,61,931	25,02,200	6,55,000	25,57,715
British Burmah	1,000	3,14,063	6,52,748	26,550	4,295	4,54,500
Total...	4,23,23,005	4,92,58,905	7,13,41,690	7,40,81,807	7,95,00,405	7,47,44,251
Ditto Government	2,75,100	1,16,050	1,44,780	32,400	63,471	6,75,29,395
Total Treasure...	4,25,98,105	4,93,74,955	7,14,86,470	7,41,14,207	7,95,63,876	14,22,73,646
Grand Total of Exports...	1,18,60,57,446	1,08,92,11,139	1,04,78,38,272	1,20,21,26,018	1,17,07,00,324	1,21,99,17,789

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1898-99 *to* 1900-1901.

ARTICLES.		Quantities.			Value.		
		1898-99.	1899-1900.	1900-1901.	1898-99.	1899-1900.	1900-1901.
					Rs.	Rs.	Rs.
Animals—Living	No.	3,305	3,703	4,409	14,50,501	13,11,876	17,84,786
Apparel, &c. (Excluding Boots and Shoes)	value.	.....	....	.....	44,41,690	47,91,051	47,54,217
Arms, Ammunition, &c. (Excluding Dynamite) and other explosives	value.	.....	.....	....	3,62,498	4,04,516	2,44,396
Articles imported by Post	,,	.....	.....	.....	33,12,928	36,63,369	39,71,718
Building and Engineering Materials ...	,,	.....	.....	.....	5,76,190	5,43,484	5,32,862
Cabinetware and Furniture	,,	.....	.....	.....	2,74,500	3,51,535	4,24,681
Candles	lbs.	786,463	948,405	1,059,100	2,03,380	2,65,939	3,31,236
Clocks and Watches	No.	131,525	153,695	144,421	7,89,746	8,87,406	8,34,358
Coal, Coke, and Patent Fuel	tons.	251,210	316,355	77,389	47,65,101	59,88,950	17,88,716
Cotton—Raw	cwts.	34,536	175,289	215,281	8,03,563	42,58,785	66,82,885
Cotton—Twist and Yarn	lbs.	9,787,323	9,954,355	1,781,130	52,05,957	53,85,578	40,20,205
Do. Piece Goods	yards.	548,748,911	590,906,292	489,452,158	6,61,33,505	7,28,07,565	6,52,92,005
Do. Shawls & Handkerchiefs ...	No.	8,297,700	12,856,476	5,564,739			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	18,70,806	24,62,332	19,13,422
Chemical Products and Preparations ...	value.	.. ...	.....	.. ..	13,95,030	13,90,516	16,05,678
Dynamite and other Explosives	cwts.	1,118	1,615	1,410	52,430	1,07,733	91,453
Drugs, Medicines & Narcotics (Excluding Tobacco)	value.	.. ...	.....	....	21,92,603	20,35,385	23,87,347
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	7,402,935	5,779,537	5,606,339	52,29,733	36,89,904	37,78,639
,, ,, Other Sorts	cwts.	18,476	28,740	24,513	9,39,410	9,59,271	11,39,064
Earthenware and Porcelain	value.	.. ..	.....	.....	5,90,997	6,81,712	6,05,817
Fireworks	,,	....	....	....	3,98,021	4,12,126	1,28,518
Glass and Glassware	,,	.....	....	.....	31,27,083	34,33,504	33,61,064
Gums & Resins (Excluding Cutch & Gambier)	cwts.	59,689	68,666	57,287	7,02,487	8,34,859	8,09,365
Hardware and Cutlery	value.	.....	....	.....	48,87,667	58,48,982	60,09,090
Hides and Skins	cwt.	17,904	13,715	13,065	9,68,617	7,78,481	6,76,397
Instruments and Apparatus	value.	.....	.....	.....	14,34,034	15,50,300	15,93,857
Ivory, Unmanufactured	lbs.	323,340	168,447	157,366	20,83,507	10,48,022	15,88,022
Do. Manufactured	value.	.....	.....	.....	2,79,511	1,27,551	80,036
Jewellery, Precious Stones, Pearls, &c. ..	,,	.. ..	.....	.....	45,12,968	1,00,43,479	50,11,625
Leather, Unwrought, Saddlery, &c. ...	,,	....	....	....	12,00,953	11,10,998	9,05,987
Do. (Boots & Shoes)	pairs.	140,695	173,610	1,76,937	4,59,988	5,51,570	5,24,433
Liquors—Ale, Beer, and Porter ..	...gallons.	1,053,378	1,217,664	1,156,161	12,56,842	13,68,466	12,18,783
Do. Spirits	,,	393,814	369,233	362,106	28,79,391	28,21,271	27,15,921
Do. Wines and Liqueurs	,,	1,11,507	108,463	117,5-9	9,49,723	9,26,482	9,10,966

Liquors—Other sorts ... ... „	1,164	1,494	1,640	3,539	4,477	4,889
Machinery and Millwork ... ... value.	.....	.....	.....	1,60,76,521	1,15,41,912	72,23,304
Matches, Lucifer and other ... ... „	.....	.....	.....	11,91,111	11,59,034	13,18,835
Metals—Brass ... ... cwts.	2,723	2,795	3,528	1,75,575	1,74,606	2,63,800
Do. Copper ... ... „	59,182	15,569	25,550	29,52,137	11,22,695	17,30,393
Do. Mixed or Yellow Metal ... „	95,525	25,090	49,106	37,82,243	12,13,619	24,71,847
Do. Iron ... ... „	904,578	6,88,728	7,07,258	60,31,815	54,13,487	63,51,038
Do. Lead ... ... „	14,805	15,721	17,566	1,93,272	2,29,716	2,61,569
Do. Quicksilver ... ... lbs.	105,120	75,281	137,329	1,69,066	1,35,525	2,61,654
Do. Steel ... ... cwts.	647,327	492,673	656,166	39,20,454	34,96,044	49,26,226
Do. Tin ... ... „	7,240	5,914	8,079	4,33,499	5,80,610	8,18,620
Do. Zinc or Spelter ... ... „	28,693	24,981	27,868	4,48,979	4,55,913	4,55,537
Do. Other sorts ... ... „	9,391	6,006	8,271	8,53,856	6,31,995	8,97,298
Oil Mineral—Kerosine ... ... gallons.	26,037,773	14,703,446	24,487,764			
Do. do. other sorts ... ... „	1,030,233	1,314,776	2,181,442	1,18,02,365	86,54,578	1,31,13,009
Do. do. Paraffin wax ... ... cwts.	178	13	259			
Do. *All other Sorts* ... ... gallons.	340,632	384,925	290,721			
Paints and Colours (excluding Painters' Materials) ... ... cwts.	89,342	76,757	75,257	10,37,046	10,36,074	11,17,606
Paper and Pasteboard ... ... value.	.....	.....	.....	21,54,666	22,43,660	23,38,363
Perfumery, other than Musk ... ... „	.....	.....	.....	1,58,322	1,83,905	1,73,636
Provisions ... ... „	.....	.....	.....	56,74,957	69,08,430	78,64,316
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,62,40,184	1,54,11,981	48,14,392
Silk—Raw ... ... lbs.	1,835,116	1,398,710	2,142,281	61,08,089	46,17,064	85,39,241
Do. Piece Goods (including silk mixed with other materials) ... ... yards	9,030,095	6,675,029	9,154,982	71,52,821	58,99,028	77,72,302
Spices ... ... lbs.	15,198,144	14,529,152	11,333,549	25,00,174	24,32,043	19,55,788
Sugar, refined ... ... cwts.	1,972,423	1,459,716	2,294,673	2,03,70,636	1,60,39,232	2,58,22,775
Tea ... ... lbs.	3,003,777	2,579,250	4,269,414	16,06,887	1,348,019	22,62,914
Tobacco, Cigars, &c. ... ... „	382,895	515,879	571,346	5,16,858	6,06,431	6,91,433
Umbrellas ... ... No.	1,054,348	1,466,443	1,060,512	9,97,085	13,53,834	10,63,978
Wool—Raw ... ... lbs.	2,210,532	2,213,442	1,855,017	6,55,739	5,99,217	5,20,553
Woollen Piece Goods ... ... yards	5,172,420	6,536,097	6,527,419	42,14,910	52,61,951	58,74,330
All other Articles ... ... value.	.....	.....	.....	1,32,46,147	2,10,95,438	2,47,78,295
Total Value...	.....	.....	.....	25,64,03,516	26,26,41,552	26,34,05,990
Treasure—Gold ... ... Ozs. ...	1,035,056	1,220,264	1,113,060	6,35,88,936	7,26,90,708	6,70,74,563
Do. *Silver* ... ... „ ...	40,672,263	39,333,881	15,661,661	7,39,56,972	7,37,02,077	3,05,39,894
Total Treasure...	41,707,319	40,554,145	16,774,721	13,75,45,908	14,63,92,785	9,76,14,457
Grand Total Rs ...	.....	.....	.....	39,39,49,424	40,90,34,337	36,10,20,447

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1898-99 *to* 1900-1901.

ARTICLES.	Quantities.			Value.		
	1898-99.	1899-1900.	1900-901.	1898-99.	1899-1900.	1900-1901.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	2,566	2,020	5,925	1,00,571	64,710	2,23,814
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	23,167	10,568	16,985	1,86,138	91,709	1,44,661
Cotton—Raw ... ... „	3,973,512	3,004,308	2,443,985	8,14,48,180	6,85,98,628	6,90,36,726
Do. Twist and Yarn ... ... lbs.	197,904,066	219,463,492	113,833,680	5,90,69,679	6,25,46,430	4,01,22,176
Do. Piece Goods ... ... yards.	43,271,237	48,066,477	38,374,578	56,17,502	64,29,083	54,69,781
Do. Shawls and Handkerchiefs... No.	190,783	3,47,088	194,990			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	4,70,050	4,07,567	3,98,148
Dyeing and Colouring Materials (including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	5,681	6,641	5,322	11,47,224	12,25,107	10,62,718
Myrabollams ... ... „	736,054	808,692	753,476	27,47,139	29,70,129	26,49,395
Other Sorts ... ... „	25,330	25,921	27,328	2,89,483	3,20,866	3,67,714
Grain and Pulse—						
Rice not in the Husk ... ... „	1,162,594	612,358	572,876	61,17,609	33,93,425	31,46,484
Wheat ... ... „	6,484,444	23,10,535	24,070	3,39,95,866	96,79,110	1,62,949
Wheat Flour ... ... lbs.	64,723,312	50,266,633	41,833,740	41,98,084	31,04,381	28,00,316
Other Sorts ... ... cwts.	1,913,591	570,329	153,411	68,33,017	21,30,674	7,88,932
Hides and Skins—						
Hides ... ... No.	150,183	852,458	2,301,607	7,10,757	38,58,880	87,82,544
Skins ... ... „	4,240,203	4,510,845	5,388,592	62,01,966	65,11,625	78,33,897
Oils ... ...gallons.	320,259	290,142	255,580	8,16,625	6,69,459	7,36,493
Opium ... ...chests.	25,959	24,923	24,714	2,80,78,608	3,04,83,593	3,33,30,002
Provisions ... ... value.	.....	.....	.....	22,52,914	19,85,549	19,73,025
Seeds—						
Linseed ... ... cwts.	2,803,289	1,494,651	987,610	1,71,92,063	98,88,987	88,94,600
Rape ... ... „	2,353,884	1,887,316	981,460	1,41,30,805	1,14,52,888	73,19,366
Gingelly ... ... „	2,253,698	1,783,254	1,578,054	1,63,53,575	1,46,00,878	1,32,19,743
Poppy ... ... „	512,167	570,953	441,310	32,84,686	37,25,444	37,50,086
Castor ... ... „	942,224	719,673	819,179	56,81,567	42,79,995	61,28,084
Groundnuts ... ... „	76,727	23,904	28,960	5,02,795	1,56,413	2,32,755
Other Sorts ... ... „	266,443	447,583	303,943	15,03,184	22,20,991	14,45,850

Spices	lbs.	6,620,968	5,630,723	5,884,478	14,66,439	12,52,886	14,96,034
Sugar—Refined (including Sugar-candy and Confectionery)... ...	cwts.	13,853	11,654	10,776	2,14,594	1,83,768	1,62,973
Do. unrefined (Molasses, Goor, &c.)...	„	14,139	15,748	14,971	1,22,784	1,31,931	1,31,330
Tea	lbs.	3,701,455	2,039,864	2,625,880	19,25,244	10,29,653	13,03,472
Tobacco, Cigars, &c.	„	7,252,847	4,153,061	3,222,287	9,13,161	5,32,577	4,34,418
Wool—Raw	„	13,172,650	15,600,684	9,273,061	67,26,033	72,44,335	42,55,944
Woollen Shawls	No.	2,202	1,109	1,139	1,72,986	63,637	55,659
All other Articles	value.	.....	.....	.....	1,35,72,758	1,61,23,826	1,93,68,826
Total Value Rs.		.....	.....	.....	32,40,44,086	27,73,54,134	24,72,28,915
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,342,980	1,630,093	1,049,137	7,30,665	901,175	6,10,378
Do. Piece Goods	yards.	64,373,083	61,916,957	56,420,120	1,16,55,249	1,12,97,661	1,07,01,886
Do. Shawls and Handkerchiefs ...	No.	857,581	938,059	849,423			
Do. Hosiery, Thread, Net, Canvas, &c.	value	.....	.....	.....	1,91,636	2,37,915	2,62,707
Gums and Resins (excluding Cutch and Gambier)	cwts.	29,886	43,099	34,422	4,81,366	7,17,734	5,77,178
Ivory, unmanufactured	lbs.	127,907	89,724	66,880	6,16,703	4,20,353	3,59,928
Provisions	value	.....	.....	.....	11,04,643	11,41,377	9,27,251
Silk—Raw...	lbs.	68,186	88,481	93,856	1,72,587	1,66,553	1,78,743
Do. Piece Goods (including silk mixed with other materials)	yards.	577,855	514,562	567,932	4,56,439	4,42,037	5,08,148
Sugar—Refined (including Sugar-candy and Confectionery). ...	cwts.	158,418	93,644	59,322	17,44,930	10,70,657	7,12,308
Tea	lbs.	2,324,142	1,342,706	1,884,183	14,58,610	8,45,001	10,10,558
Wool—Raw	„	932,456	733,040	469,364	2,66,659	2,34,930	1,83,147
Do. Piece Goods...	yards.	198,625	325,775	319,901	2,08,167	3,28,040	3,39,456
All other Articles	value.	.....	.....	.....	62,48,131	68,89,161	80,77,360
Total Value Rs.		.....	.....	.....	2,53,35,785	2,46,92,594	2,44,49,048
Grand Total Rs....		.....	.....	.....	34,93,79,871	30,20,46,728	27,16,77,963
Treasure—Gold	Ozs....	410,296	353,148	705,127	2,33,55,960	2,00,77,462	4,16,96,191
Do, Silver	„ ...	22,121,692	30,088,563	11,779,684	4,03,27,607	5,43,66,131	2,29,10,907
Total Treasure...		22,531,988	30,441,711	12,484,811	6,36,83,567	7,44,43,593	6,46,07,098
Grand Total Rs....		.....	.....	.....	41,30,63,438	37,64,90,321	33,62,85,061

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1899, 1900, and 1901.

ARTICLES.		Quantities.			Value.		
		1899.	1900.	1901.	1899.	1900.	1901.
					Rs.	Rs.	Rs.
Animals—Living	No.	15,982	11,195	10,469	31,16,757	44,68,478	41,48,863
Apparel (including Millinery, &c.) ...	value.	.....	.....	.....	1,30,48,046	1,27,68,359	1,49,00,762
Arms, Ammunition, &c.	„	.....	.....	.....	29,20,295	20,89,781	24,72,454
Books and Printed Matters	cwts.	20,467	15,598	21,889	24,55,721	21,26,006	25,05,035
Building and Engineering Materials ...	value.	.....	.....	.....	20,74,098	20,10,823	19,76,658
Coffee	cwts.	13,181	6,657	7,166	4,24,582	2,31,682	2,19,965
Coal, Coke and Patent Fuel	tons.	518,585	135,649	191,627	98,11,174	32,44,565	39,16,447
Cotton—Raw	cwts.	81,371	305,541	83,767	18,55,611	89,00,717	23,62,292
„ Twist and Yarn	lbs.	43,849,606	36,048,845	38,602,163	2,46,16,352	2,43,46,669	2,74,85,578
„ Piece Goods...	yards.	2,261,844,862	1,916,832,509	2,218,773,589	26,41,61,965	24,29,07,529	30,00,39,656
„ Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	1,12,95,294	1,09,04,554	1,11,58,818
Corals, Real	lbs.	222,589	197,771	244,703	9,17,257	8,24,043	8,36,349
Chemicals	value.	.....	.....	.....	44,23,710	53,45,624	56,59,232
Clocks and Watches...	No.	263,130	258,614	307,085	13,41,704	14,25,963	15,68,328
Candles	lbs.	3,176,402	3,448,502	3,243,394	8,62,151	10,18,986	9,77,366
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	84,65,963	94,73,368	1,01,33,217
Dyeing and Tanning materials (Alizarine and Aniline dyes)	lbs.	9,424,598	7,023,070	9,013,476	58,47,513	44,60,521	61,47,264
„ other sorts	cwts.	52,027	67,174	39,777	13,61,071	16,[illegible],071	13,88,987
Earthenware and Porcelain	value.	....	....	....	20,03,485	18,63,188	21,89,044
Flax, manufactured and unmanufactured...	„	....	.....	.....	14,62,156	17,38,759	19,82,404
Fruits and Vegetables	„	.....	.....	.....	9,26,800	10,84,346	8,96,685
Gums and Resins	cwts.	116,819	100,233	127,890	11,30,059	1[illegible],28,474	12,66,649
Glass	value.	.....	.....	.....	79,41,151	71,92,253	90,82,335
Hides and Skins, dressed and undressed—							
Hides	cwts.	3,182	2,506	8,874	1,76,682	1,35,140	3,31,035
Skins	„	22,980	20,996	19,499	13,26,236	11,10,352	12,69,663
Ivory, unmanufactured	lbs.	247,815	234,554	245,130	15,88,343	14,56,982	14,63,482
Instruments and Apparatus	value.	.....	.....	.....	38,73,233	43,39,624	53,17,246

Jewellery, Precious Stones, Pearls, &c.	value.	.....	.....	.....	1,09,11,054	66,01,000	1,15,03,027
Liquors—Ale, Beer and Porter	...gallons	3,380,431	3,211,104	3,340,856	48,17,993	45,77,945	47,77,947
„ Spirits	„	1,254,581	1,245,280	1,245,349	85,32,354	83,82,993	86,61,978
„ Wines, Liqueurs, &c. ...	„	339,820	336,844	328,841	31,38,493	29,90,474	28,54,217
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	20,23,207	17,39,838	19,02,344
„ Boots and Shoes	pairs.	781,208	716,700	725,903	20,15,872	19,49,178	19,78,753
Metals (excluding Hardware & Cutlery).	tons.	254,506	252,951	3,66,825	4,67,93,763	5,97,10,577	6,91,14,284
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,50,31,115	1,65,88,452	1,71,76,482
Machinery and Millwork	„	.....	.....	.....	2,66,47,284	2,26,76,265	2,88,50,352
Matches, Lucifer and other	„	.....	.....	.....	34,78,120	37,21,607	44,63,617
Oil, mineral—Kerosine ...	...gallons	68,906,481	69,342,595	96,733,632	2,79,05,732	3,03,13,477	3,87,55,767
Oil, do. other kinds	„	} 6,509,718	{ 6,688,170	87,84,879	} 47,32,065	56,73,438	76,11,098
Oil all other kinds	„		{ 1,927,095	24,58,911			
Provisions	value.	.....	.....	.....	1,66,88,590	1,90,57,568	2,02,87,527
Paints and Colours	cwts.	205,235	199,381	209,426	27,62,563	28,85,445	33,27,677
Painters' Materials	value.	.....	.....	.....	8,45,587	8,75,650	9,83,681
Paper and Pasteboard	„	.....	.....	.....	42,22,947	41,26,465	52,94,298
Perfumery	„	.....	.....	.....	2,89,778	2,38,067	2,52,458
Railway Plant and Rolling Stock ...	„	.....	.....	.....	3,20,42,162	1,45,33,987	2,09,13,038
Salt	tons.	459,889	333,940	464,148	69,77,683	51,07,791	73,21,596
Silk, Raw	lbs.	1,976,686	2,242,103	2,213,573	69,04,969	88,24,847	83,55,024
„ Piece Goods (including goods mixed with other materials)	yards.	14,142,311	15,906,627	20,096,438	1,06,68,244	1,18,05,536	1,38,30,257
Soap	cwts.	94,534	96,344	103,084	15,62,349	16,61,064	17,81,630
Spices	lbs.	98,960,677	102,233,870	87,753,725	91,66,573	90,92,261	85,95,618
Stationery (excluding Paper). ...	value.	.....	.....	.....	30,97,476	29,54,230	33,30,921
Sugar and Sugarcandy, Refined ...	cwts.	3,639,353	4,276,964	4,625,233	3,90,36,863	4,82,44,510	5,07,33,824
„ Unrefined (Molasses, Goor, &c.)...	„	443,977	444,270	559,300	14,74,085	15,02,546	24,92,942
Tea	lbs.	3,246,374	4,602,709	3,859,471	16,01,401	23,79,593	19,21,006
Toys and Requisites for Games ...	value.	.....	.....	.....	20,16,290	17,84,350	20,08,245
Umbrellas	No.	3,035,533	2,972,568	2,378,319	26,41,746	27,69,633	21,45,943
Wood, Timber	tons.	33,435	27,971	43,985	18,56,741	17,55,541	28,00,251
„ other Sorts, including wooden-ware	value.	.....	.....	.....	4,79,010	4,03,516	4,50,698
Wool, Raw...	lbs.	3,036,416	3,012,066	3,908,808	7,99,127	8,22,391	11,37,945
„ Piece Goods	yards.	16,058,943	12,702,340	17,676,025	1,24,17,097	1,13,32,842	1,41,03,857
„ Shawls, Braids, &c.	value.	.....	.....	.....	61,60,773	82,54,110	69,88,181
All other Articles	„	.....	.....	.....	2,72,78,374	3,65,52,228	3,09,80,744
Total Value Rs....		.....	.....	.....	72,64,49,889	72,00,98,271	82,99,78,031

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1899, 1900, and 1901.

ARTICLES.	Quantities.			Value.		
	1899.	1900.	1901.	1899.	1900.	1901.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	362,567	202,193	322,466	2,19,70,568	1,00,02,032	1,59,87,027
Cotton—Raw ... ... „	5,308,802	2,673,263	5,225,812	10,80,48,424	7,77,27,289	13,60,16,558
„ Twist and Yarn ... ... lbs.	264,471,802	110,592,505	249,304,522	7,37,83,035	3,85,96,631	8,54,10,673
„ Piece Goods ... ... yards.	71,069,590	69,192,863	69,790,394	1,24,82,973	1,43,83,724	1,38,25,137
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	11,86,800	9,88,750	12,30,250
Coir, Unmanufactured ... ... cwts.	63,656	40,773	22,667	4,69,031	3,68,706	2,20,391
„ Manufactured (excluding Cordage). „	326,133	431,875	428,993	31,26,015	39,28,684	39,93,295
Dyeing and Colouring Materials—						
Indigo ... ... „	125,833	97,892	98,754	2,77,70,737	2,31,45,949	2,02,26,532
Myrabollams ... ... „	945,824	1,102,901	928,596	33,95,900	36,82,955	30,42,944
Cutch and Gambier ... ... „	92,023	122,758	76,736	18,42,366	22,71,635	14,45,257
Other sorts ... ... „	80,511	89,491	93,072	6,93,147	9,33,826	10,04,078
Grain and Pulse—						
Rice in the Husk ... ... „	556,126	234,636	323,323	12,39,241	6,31,873	8,39,201
„ not in the Husk ... ... „	33,888,675	30,934,289	32,540,303	13,89,63,059	13,09,37,119	13,56,75,164
Wheat ... ... „	11,879,460	50,357	5,516,637	4,80,73,605	3,02,529	2,45,05,864
Wheat Flour ... ... lbs.	70,240,591	54,082,042	54,543,888	42,66,486	34,95,541	34,22,318
Other Sorts ... ... cwts.	2,688,668	922,537	1,232,419	88,08,909	42,08,874	53,73,379
Hides and Skins—						
Hides ... ... „	1,072,849	1,726,338	916,728	4,70,58,878	7,44,08,345	4,17,71,369
Skins ... ... „	376,296	411,579	400,612	4,45,11,861	4,76,67,734	4,64,06,164
Jute—Raw... ... ... „	10,399,158	11,878,404	13,013,518	8,12,65,644	10,47,70,963	10,79,51,899
„ Gunny Bags ... ... No.	166,425,328	198,942,301	210,871,630	3,40,47,867	4,32,24,577	4,54,55,239
„ Cloth ... ... yds.	303,652,995	359,013,889	406,901,681	2,60,58,058	3,29,93,430	3,82,23,195
„ Other Sorts ... ... value.	.....	.....	.....	3,59,296	6,73,095	8,87,645
Lac—Shell, Button, Stick, &c. ... cwts.	223,808	246,781	180,473	1,06,97,322	1,15,66,759	87,19,286
Opium ... ...chests.	67,754	70,799	65,178	7,83,28,011	9,66,64,344	8,60,68,842
Oils ... ... { gallons	5,617,627	4,826,186	3,557,966	83,01,693	75,87,377	66,37,416
Oils ... ... { cwts.	246,022	104,853	41,057			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	62,76,277	60,01,644	58,33,976
Spices ... ... lbs	30,130,812	24,731,542	28,481,016	60,83,581	57,75,220	69,90,260
Saltpetre..... ... ... cwts.	367,231	375,577	329,274	35,49,759	36,93,584	32,42,939

Seeds—						
Linseed ... ... cwts.	8,338,557	5,184,018	6,525,498	5,07,32,170	4,52,11,360	5,98,27,570
Rape ... ... „	3,612,567	1,795,126	5,399,759	2,10,22,101	1,26,97,519	3,80,54,375
Gingelly ... ... „	2,563,594	2,202,925	2,298,730	1,96,47,449	1,86,59,465	1,96,09,176
Poppy ... ... „	966,300	824,835	907,759	61,84,247	70,27,221	75,94,038
Castor ... ... „	981,797	786,816	1,252,859	56,43,206	54,25,990	85,72,482
Groundnuts ... ... „	120,680	198,148	607,704	7,53,783	13,85,554	43,07,709
Other Sorts ... ... „	721,419	204,043	2,335,566	38,02,770	16,22,330	85,17,173
Silk, Raw ... ... lbs.	1,718,685	1,736,364	1,793,499	61,09,693	59,96,862	59,30,177
„ Piece Goods (including Silk mixed with other Materials) ... ... yds.	1,428,485	1,285,513	1,194,727	12,88,379	12,29,960	11,56,214
Sugar and Sugarcandy, Refined ... cwts.	40,061	24,358	16,871	4,92,668	3,08,845	2,06,823
„ Unrefined (Molasses, Goor, &c.)... „	564,623	2,97,360	1,43,696	29,90,378	15,19,688	7,58,108
Tea ... ... lbs.	173,027,432	185,758,717	179,945,746	9,01,31,610	9,42,57,546	8,25,93,828
Tobacco, Cigars, &c. ... ... „	11,706,513	5,915,828	19,573,951	20,18,894	14,35,748	33,22,791
Wood, Teak ... ... tons.	74,982	81,832	59,231	88,33,964	94,12,746	70,61,054
„ Other sorts (including woodenware) value.	.....	.....	.....	15,47,513	17,19,253	20,19,866
Wool, Raw ... ... lbs.	30,873,645	24,361,351	20,168,355	1,32,00,774	1,02,20,482	81,04,308
„ Manufactures of ... ... value.	.....	.....	.....	24,09,647	30,09,258	27,77,641
All other Articles ... ... „	.....	.....	.....	3,98,61,768	5,27,08,899	4,95,09,659
Total Value Rs...	.....	.....	.....	1,07,93,29,557	1,02,44,81,915	1,16,03,29,331
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,910,710	1,286,888	1,626,873	10,07,837	7,81,629	9,82,855
„ Piece Goods ... ... yds.	69,363,967	63,102,950	70,331,310	1,24,27,386	1,14,23,375	1,27,72,801
„ Shawls, Thread, &c. ... value	.....	.....	.....	4,12,758	4,62,299	3,90,282
Ivory, Unmanufactured ... ... lbs.	88,552	74,147	72,588	3,94,657	3,95,366	4,14,716
Metals ... ... cwts.	390,061	372,011	183,513	17,47,166	20,23,293	14,01,236
Silk, Raw ... ... lbs.	75,505	89,859	83,821	1,68,985	1,92,549	1,77,545
„ Piece Goods ... ... yards.	551,869	541,860	861,955	4,59,898	4,97,012	6,38,401
Spices ... ... lbs.	1,387,532	787,604	926,525	3,31,668	1,83,569	2,13,444
Sugar and Sugarcandy, Refined ... cwts.	120,699	84,513	65,817	13,50,025	9,95,951	7,86,294
Tea ... ... lbs.	1,413,559	1,825,968	1,406,444	8,80,857	12,41,960	9,45,698
Wool, Raw ... ... „	10,478,389	8,092,295	7,757,275	47,36,356	87,39,472	35,53,939
All other Articles ... ... value.	.....	.....	.....	98,38,011	1,05,98,078	1,04,81,226
Total Value Rs....	.....	.....	.....	3,37,55,104	3,25,34,553	3,27,58,430
Grand Total Rs....	.....	.....	.....	1,11,30,84,661	1,05,70,16,468	1,19,30,87,761

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1899, 1900, and 1901.

ARTICLES.		Quantities.			Value.		
		1899.	1900.	1901.	1899.	1900.	1901.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	49,70,224	44,99,130	53,01,372
Arms, Ammunition, &c.	"	.....	.....	.....	5,50,032	3,75,876	2,92,106
Building and Engineering Materials	"	.....	.....	.....	5,78,424	5,04,251	5,33,762
Cabinetware and Furniture	"	.....	.....	.....	3,50,362	3,97,934	3,71,671
Candles	lbs.	960,687	945,142	936,267	2,55,282	2,92,979	2,93,162
Clocks and Watches	No.	147,853	147,805	169,518	8,15,884	8,82,126	9,24,069
Coal, Coke and Patent Fuel	tons.	396,821	86,397	146,060	74,29,893	20,05,354	27,86,494
Cotton—Twist and Yarn	lbs.	10,583,589	56,91,407	78,66,033	55,53,212	37,02,606	54,46,562
" Piece Goods	yards.	627,600,191	436,062,587	6,20,983,340	7,72,84,357	5,56,99,099	8,81,45,237
" Shawls and Handkerchiefs	No.	15,156 221	5,274,936	5,931,545	9,74,697	5,49,637	5,28,777
" Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	25,82,163	19,76,120	24,56,567
Chemical Products and Preparations.	"	.....	.....	.....	14,83,262	15,00,062	18,84,454
Drugs and Medicines	"	.....	.....	.....	21,19,277	21,31,962	24,71,209
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	6,861,890	4,918,276	6,981,603	43,70,112	32,24,907	51,67,130
" Other sorts	cwts.	18,481	32,236	13,135	8,98,769	11,11,765	9,21,025
Earthenware and Porcelain	value.	.....	.....	.....	6,98,125	5,57,668	8,06,226
Fireworks	"	.....	.....	.....	4,21,644	1,16,312	1,76,425
Glass	"	.....	.....	.....	36,46,432	30,66,940	46,40,803
Gums and Resins	cwts.	66,589	75,476	59,586	7,73,965	7,56,539	8,01,938

Hides and Skins—							
Hides ... ... No.	6,461	1,705	3,984	66,289	25,556	53,685	
Skins ... ... „	892,662	635,449	620,161	8,32,130	6,33,843	7,07,197	
Instruments and Apparatus ... value.	.....	.....	.....	15,55,470	15,54,266	17,94,396	
Ivory, unmanufactured ... ... lbs.	245,396	233,428	245,037	15,68,138	14,48,002	14,59,993	
Jewellery, Precious Stones, Pearls, &c. value.	.....	.....	.....	1,01,90,115	47,57,453	65,66,525	
Leather (including Saddlery, &c.) ... „	.....	.....	.....	12,03,429	9,28,130	8,91,887	
„ Boots and Shoes ... ... pairs.	159,843	179,020	210,653	5,17,459	5,53,870	6,23,137	
Liquors—Ale, Beer and Porter ...gallons	1,278,753	1,230,794	1,140,138	14,46,612	13,01,170	12,27,697	
„ Spirits, Wines, &c... ... „	483,141	479,003	467,667	37,78,659	35,71,864	36,42,043	
Machinery and Millwork ... ... value.	.....	.....	.....	1,36,96,125	74,60,833	90,95,505	
Matches, Lucifer and other ... „	.....	.....	.....	10,51,633	11,58,672	14,32,340	
Metals (excluding Hardware & Cutlery). tons.	74,798	67,191	97,791	1,46,66,834	1,71,40,044	2,01,15,172	
„ Hardware and Cutlery ... value.	.....	.....	.....	56,02,914	59,80,710	60,13,016	
Oil, Mineral—Kerosine ... ...gallons	19,641,231	20,955,953	31,832,104	85,58,363	1,04,52,228	1,29,95,545	
„ „ other sorts ... ... „	1,576,568	1,794,047	2,119,609				
„ all other sorts ... ... „		279,366	394,617	15,13,355	12,67,936	18,67,597	
„ „ „ ... ... cwts.	46	167	313				
Paints and Colors (excluding Painters' Materials) ... ... cwts.	95,447	68,168	72,012	11,21,229	10,22,950	11,74,367	
Paper and Pasteboard ... ... value.	.....	.....	.....	23,45,263	21,69,976	28,15,447	
Perfumery ... ... „	.....	.....	.....	1,83,657	1,67,919	1,77,521	
Provisions ... ... „	.....	.....	.....	66,67,497	78,64,660	79,79,238	
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,71,86,164	65,24,559	50,86,565	
Silk, Raw ... ... lbs.	1,662,088	1,905,442	1,811,798	56,35,504	75,03,348	65,34,034	
„ Piece Goods (including silk mixed with other materials) ... yards	7,586,870	7,806,399	10,673,631	65,37,040	67,85,442	85,09,927	
„ Goods other sorts ... ... value.	.....	.....	.....	18,28,949	18,73,692	26,61,467	
Spices ... ... lbs.	16,103,030	11,209,631	12,679,271	26,06,468	19,70,998	22,90,229	
Sugar, refined & unrefined & Confectionery cwts.	1,754,915	2,114,133	2,126,836	1,85,26,368	2,37,22,407	2,36,82,185	
Tea ... ... lbs.	2,599,257	3,967,148	3,129,196	13,61,067	21,24,979	16,24,302	
Tobacco, Cigars, &c. ... ... „	465,653	573,651	538,107	5,81,300	6,54,080	7,15,580	
Umbrellas ... ... No.	1,367,585	1,234,795	733,344	12,53,255	12,23,010	7,78,459	
Woollen Piece Goods ... ... yards.	7,425,179	5,398,630	8,992,732	57,91,803	50,90,874	77,15,095	
„ Goods other sorts ... ... value.	.....	.....	.....	9,69,432	12,89,962	13,55,640	
All other Articles... ... ... „	.....	.....	.....	2,28,20,367	3,68,01,868	2,57,65,822	
Total value Rs....	.....	.....	.....	27,74,19,004	24,83,76,568	29,13,00,602	

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1899, 1900, and 1901.

ARTICLES.	Quantities.			Value.		
	1899.	1900.	1901.	1899.	1900.	1901.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	2,041	4,179	5,398	Rs. 67,106	Rs. 1,56,621	Rs. 1,93,097
Coir, manufactured and unmanufactured (excluding Ropes) ... „	14,164	16,394	11,224	1,22,205	1,40,310	98,091
Cotton—Raw ... ... „	3,829,621	15,64,510	4,033,036	7,79,26,007	4,54,43,940	10,56,64,791
„ Twist and Yarn ... ... lbs.	240,523,160	104,464,407	229,089,134	6,65,21,258	3,64,10,805	7,85,98,642
„ Piece Goods ... ... yards.	50,989,654	37,852,359	41,779,813	66,17,750	52,63,746	59,26,397
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	5,57,011	4,89,116	4,63,679
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	763,268	856,748	756,467	28,90,001	30,44,395	25,89,546
Other sorts ... ... „	33,553	33,312	41,101	15,46,183	15,48,646	11,19,996
Grain and Pulse—						
Rice ... ... „	773,200	577,323	697,545	40,97,296	32,00,879	36,64,102
Wheat... ... ... „	2,903,782	24,647	76,993	1,22,25,220	1 69,130	4,15,145
Wheat flour ... ... lbs.	58,662,614	41,835,330	39,209,487	35,60,935	27,98,069	25,60,627
Other sorts ... ... cwts.	868,593	157,892	240,471	30,61,767	8,28,076	10,95,206
Hides and Skins—						
Hides ... ... No.	359,241	2,737,374	228,849	16,87,952	1,06,21,411	12,51,790
Skins ... ... „	4,360,022	5,880,742	3,582,175	63,63,786	80,34,635	52,46,528
Oils ... ...gallons	321,484	262,815	182,405	7,39,686	6,56,169	8,64,079
Opium ... ...chests.	25,793	26,447	17,228	2,98,92,976	3,58,94,204	2,24,72,127
Seeds—						
Linseed ... ... cwts.	2,135,719	836,030	1,800,714	1,37,09,307	76,39,095	1,64,79,161

Rape ... ... ,,	2,011,487	1,028,562	2,522,704	1,19,25,928	76,26,711	1,68,18,517
Gingelly ... ... ,,	1,694,458	1,775,670	1,811,888	1,27,09,551	1,49,69,742	1,54,47,243
Poppy ... ... ,,	582,409	458,570	585,349	37,59,619	38,76,086	48,46,378
Groundnuts ... ... ,,	94,358	3,022	37,509	6,17,344	23,804	2,97,825
Other sorts ... ... ,,	1,351,873	726,689	3,269,407	73,46,860	54,58,633	1,50,53,155
Spices ... ... lbs.	5,647,703	5,533,443	6,302,338	12,47,795	13,85,679	17,05,854
Sugar, refined and unrefined ... cwts.	29,683	23,569	27,034	3,34,995	2,77,530	3,05,539
Tea ... ... lbs.	2,559,855	1,877,789	3,110,641	12,95,163	9,38,719	15,08,829
Tobacco, Cigars, &c. ... ... ,,	5,418,717	2,678,499	9,203,633	6,83,107	3,68,470	11,45,557
Wool, Raw ... ... ,,	14,694,955	11,246,543	9,709,355	69,27,494	51,94,344	43,56,176
Woollen Shawls ... ... No.	1,595	1,100	1,485	1,03,679	49,477	56,643
All other articles ... ... value.	.....	.....	.....	1,75,26,616	2,08,67,445	1,94,79,872
Total value Rs....	.....	.....	.....	29,60,64,597	22,33,75,887	32,97,24,592
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,568,626	1,105,742	1,452,182	8,33,063	6,54,294	8,36,332
,, Piece Goods ... ... yds.	64,179,488	56,933,767	64,169,367	1,15,96,546	1,05,05,970	1,18,70,685
,, Shawls and Handkerchiefs ... No.	923,576	925,614	890,761	1,70,607	1,75,207	1,68,172
,, Lace, Thread, &c. ... ... value.	.....	.....	.....	2,27,652	2,66,678	2,08,436
Gums and Resins ... ... cwts.	38,429	38,098	85,405	6,49,825	6,23,826	5,98,115
Ivory, unmanufactured ... ... lbs.	88,552	74,147	72,588	3,94,657	3,95,366	4,14,716
Provisions ... ... value.	.....	.....	.....	11,41,765	8,51,373	14,29,285
Silk, Raw ... ... lbs.	70,819	87,002	78,853	1,55,335	1,88,549	1,65,791
,, Piece Goods (including silk mixed with other materials) ... yards.	510,699	534,178	793,961	4,32,748	4,83,757	5,91,689
Sugar, refined ... ... cwts.	112,113	75,943	61,968	12,52,988	8,93,369	7,40,407
Tea ... ... lbs.	1,410,158	1,816,865	1,405,106	8,78,102	12,38,814	9,44,942
Wool, Raw ... ... ,,	662,816	572,852	522,312	2,08,775	2,21,727	1,78,282
Woollen Piece Goods ... ... yards.	308,525	320,541	265,167	3,15,871	3,32,263	2,84,844
,, Shawls, &c. ... ... value.	.....	.....	5,868	34,053	68,297	88,027
All other articles ... ... ,,	.....	.....	.....	67,44,256	74,49,371	69,13,349
Total value Rs....	.....	.....	.....	2,50,36,243	2,43,48,861	2,54,33,072
Grand Total Rs....	.....	.....	.....	32,11,00,840	24,77,24,748	35,51,57,664

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1891-92 ...	2,153	455,262	1,617	2,561,855	3,770	3,017,117	1,281	374,124
1892-93 ...	2,238	442,105	1,585	2,544 440	3 823	2,986,545	1,209	468,111
1893-94 ...	2,025	453,067	1 623	2,610,037	3,648	3,063,104	1,034	263,242
1894-95 ...	1,966	401,363	1 819	2,911,794	3,785	3,313,157	1,143	309,932
1895-96 ...	2 021	362 029	1 835	2,949 232	3,856	3,311,261	999	260,680
1896-97 ...	1,890	299,020	1,775	2,877,982	3 665	3,177,002	1,012	233,645
1897-98 ...	1 929	371,147	1,704	2,732,192	3,633	3,103,339	967	250,151
1898-99 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	739	192,726
1899-1900 ...	1 374	245 511	1,927	3 167,880	3,301	3,413,391	539	126,851
1900-1901 ...	12 64	167,661	1 792	2,996,434	3,056	3,164,095	565	67,001

CLEAR

1891-92 ...	2 551	708,371	2,157	3,427,402	4,708	4,135,773	676	86,653
1892-93 ...	2,782	759,331	1,803	2,846,657	4,585	3,605,988	640	94,445
1893-94 ...	2,459	700,421	1,851	2,999,532	4,310	3,699,953	550	96,190
1894-95 ...	2,566	654,055	2,066	3,247,475	4 632	3,901,530	530	77,983
1895-96 ...	2,457	547,271	2,066	3,341,190	4,523	3,888,461	424	76,361
1896-97 ...	2 363	456,364	1,926	3 078,441	4,289	3,534,805	495	79,571
1897-98 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	84,479
1898-99 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	53,311
1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	148	19,107

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1891-92 *to* 1900-1901.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
635	917,134	1,916	1,201,258	3,434	829,386	2,252	3,478,989	5,686	4,308,375
352	447,540	1,561	915,651	3,447	910,216	1,937	2,991,980	5,384	3,902,196
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911
381	533,297	1,524	843,229	3,109	711,295	2,200	3,445,091	5,309	4,156,386
371	556,089	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128 039
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,342	814,422	2,896	621,208	2,079	3,296,463	4,977	3,917,761
648	1,086,833	1,407	1,279,559	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,061,147	1,829	234,662	2,403	3,990,580	4,232	4,225,242

ED.

88	59,850	764	146,503	3,227	795,024	2,245	3,487,252	5,472	4,282,276
114	88,662	754	184,107	3,422	854,776	1,917	2,935,319	5,339	3,790,095
105	71,832	655	168,022	3,069	796,611	1,956	3,071,364	4,965	3,867,975
106	119,923	636	197,906	3,096	732,038	2,172	3,367,398	5,268	4,099,436
124	133,739	548	210,100	2,881	623,632	2,190	3,474,929	5,071	4,098,561
150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878
106	74,188	409	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
105	93,421	313	132,656	1,800	384,378	2,333	3,772,760	4,133	4,157,138
160	117,012	308	136,119	1,755	228,938	2,315	3,815,250	4,070	4,044,188

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In:	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1891-92 ...	408	54,344	612	1,079,550	1,020	1,133,894	2	341
1892-93 ...	374	56,916	604	1,083,797	978	1,140,713	12	2,351
1893-94 ...	329	59,156	581	1,068,414	910	1,127,570	15	2,426
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ...	242	37,020	469	974,940	711	1,011,960	2	145
1898-99 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622

CLEAR

1891-92 ...	340	39,698	665	1,179,357	1,005	1,219,055	5	1,395
1892-93 ...	350	41,441	578	1,045,132	928	1,086,573	6	348
1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68
1894-95 ...	327	44,900	452	897,510	779	942,410	2	107
1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,034
1898-99 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	233	31,230	368	816,885	651	848,115	4	305

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1891-92 *to* 1900-1901.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
145	245,489	147	245,830	410	54,685	757	1,325,039	1,167	1,379,724
59	105,273	71	107,624	386	59,267	663	1,189,070	1,049	1,248,337
54	101,688	69	104,114	344	61,582	635	1,170,102	979	1,231,684
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,103	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,135	42	78,427	241	31,220	577	1,237,973	818	1,269,193
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246

ED.

21	35,471	26	36,866	345	41,093	686	1,214,828	1,031	1,255,921
20	34,381	26	34,729	356	41,789	598	1,079,513	954	1,121,302
19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441
35	58,962	37	59,069	329	45,007	487	956,472	816	1,001,479
35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013 817
45	119,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	9,77,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232

SHIPPING— FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	51	109,206	22	2,638	9	646
February	40	91,377	31	4,014	9	623
March	43	99,819	20	2,000	14	1,161
April	50	120,057	12	1,638	22	2,082
May	44	93,786	3	277	14	1,233
June	35	80,710	1	214	3	323
July	43	97,316	1	517	...	...
August	36	81,956	...	...	...	...
September	42	92,034	1	233	16	1,670
October	46	94,311	15	2,068	21	1,678
November	44	98,637	34	3 303	34	3,374
December	51	106,441	44	5,737	33	2,651
Total	525	1,165,652	184	22,639	175	15,444

CLEAR

January	40	81,192	20	2,497	29	3,159
February	41	89,050	23	2,547	40	3,228
March	35	86,012	32	4,588	9	792
April	34	80,270	16	1,801	3	537
May	53	121,874	9	1,783	5	342
June	29	74,033	...	...	...	...
July	35	87,075	2	731	...	...
August	34	84,567	1	159	2	204
September	29	65,951	3	277	6	599
October	28	64,776	8	1,139	2	191
November	32	73,182	9	957	6	353
December	34	77,569	20	1,978	13	1,351
Total	424	985,551	143	18,457	115	10,756

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1901.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
3	8,023	2	298	...	...	82	112,490	5	8,321
3	4,384	2	231	...	...	80	96,014	5	4,615
1	2,979	...	...	...	...	77	102,980	1	2,979
...	...	1	673	...	...	84	123,777	1	673
14	29,438	1	999	...	...	61	95,296	15	30,437
4	5,980	...	...	...	...	39	81,250	4	5,980
7	13,799	...	...	...	...	44	97,835	7	13,799
2	5,987	...	...	...	...	36	91,956	2	5,987
2	4,091	...	...	...	...	59	93,937	2	4,091
3	5,813	...	...	...	...	82	98,057	3	5,813
6	12,586	...	...	1	98	112	105,314	7	12,684
6	12,807	...	...	...	...	128	114,829	6	12,807
51	105,887	6	2,201	1	98	884	1,203,735	58	108,186

ED.

...	...	...	...	...	...	89	86,848	...	...
1	830	...	...	...	...	104	94,825	1	830
1	140	...	...	...	...	76	91,392	1	140
3	4,262	...	...	...	...	53	82,608	3	4,262
...	...	1	123	...	...	67	123,999	1	123
...	...	...	...	...	...	20	73,053	...	...
1	1,648	...	...	...	...	37	87,806	1	1,648
1	1,938	...	...	...	...	37	84,930	1	1,938
...	...	...	...	...	...	38	66,827	...	...
...	...	...	...	...	...	38	66,106	...	...
3	6,064	...	...	...	...	47	74,492	3	6,064
...	...	...	...	3	127	67	80,898	3	127
10	14,882	1	123	3	127	682	1,013,784	14	15,132

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,175
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588
1901	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 1·33, the average weight of the Grey and Bleached Cloths exported up to 1893; in 1894 and 1895 by 1·22 and in 1896 to 1900 by 1·09.

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882.....	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883.....	94,982	17,421	112,403	42,180	154,533	9,091	163,624
1884.....	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885.....	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886.....	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887.....	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888.....	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889.....	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890.....	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891.....	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892.....	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893.....	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894.....	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895.....	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896.....	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897.....	361,221	645	361,866	91,095	452,961	5,822	458,783
1898.....	437,645	475	438,120	108,691	546,811	7,125	553,936
1899.....	579,619	250	579,869	94,029	673,898	4,408	678,306
1900.....	253,331	100	253,431	87,998	341,429	5,480	346,929
1901.....	536,195	.....	536,195	99,599	635,794	6,876	642,670

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS & YARNS FROM BOMBAY PORT ONLY.

1900-1901.

From Official Returns.] [*Year ending 31st March* 1901.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece Goods. (Millions of [000's omitted.])		Yarns. (Millions of [000's omitted.])	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of			
				Goods.	Yarns.	Millions of lbs. [000's omitted].	Per-centage	[000's omitted.]		Goods.	Yarns.	Total Value in Lakhs of Rupees [000's omitted].	Per-centage
	Yards.	lbs.	l s.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	38·37	*9·59	113·83	17·06	77·58	123·42	60·82	†54·00	401·22	19·16	76·39	‡455·22	56·40
Indian Ports	92·62	*23·15	29·43	41·19	20·06	52·58	25·91	114·75	111·44	40·71	21·22	226·19	28·03
Interior by Rail	*93·88	23·47	3·46	41·75	2·36	26·93	13·27	113·13	12·57	40·13	2·39	125·70	15·57
Total Indian...	186·50	46·62	32·89	82·94	22·42	79·51	39·18	227·88	124·01	80·84	23·61	351·89	43·60
Grand Total...	224·87	56·21	146·72	100·00	100·00	202·93	100·00	281·88	525·23	100·00	100·00	807·11	100·00

* Assuming 4 yards to be the equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 53·68 lakhs or
‡ Inclusive of Yarns 459·90 lakhs of rupees.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS & YARNS FROM BOMBAY PORT ONLY.

1899-1900.

From Official Returns.] [*Year ending 31st March* 1901.

EXPORTED TO	Length and Weight.							Value.					
	Piece-Goods. Millions of [000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. [000's omitted.]		Percentage of		Total Value in Lakhs of Rupees [000's omitted.]	Percentage.
				Goods.	Yarns.	Millions of lbs. [000's omitted].	Percentage			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	48·06	*12·01	219·46	20·69	87·74	231·47	75·11	†63·26	625·46	23·38	86·55	1688·72	69·34
Indian Ports	86·01	*21·50	27·37	37·04	10·94	48·87	15·86	109·38	86·56	40·42	11·98	195·94	19·73
Interior by Rail	*98·12	24·53	3·30	42·27	1·32	27·83	9·03	97·97	10·59	36·20	1·47	108·56	10·93
Total Indian...	184·13	46·03	30·67	79·31	12·26	76·70	24·89	207·35	97·15	76·62	13·45	304·50	30·66
Grand Total...	232·19	58·04	250·13	100·00	100·00	308·17	100·00	270·61	722·61	100·00	100·00	993·22	100·00

* Assuming 4 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 68·37 lakhs or
‡ Inclusive of Yarns 693·83 lakhs of Rupees.

Foreign Countries to which Grey Cotton-Piece Goods of Bombay Manufacture have been exported since 1894-95.

FROM GOVERNMENT RETURNS] [*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.
T. Cloths	Mozambique	2·34	4·11	3·71	3·72	2·85	4·16	3·72
	Zanzibar	2·43	4·42	5·65	6·39	8·69	6·30	7·18
	Aden	·45	2·24	2·05	2·53	·95	·75	·60
	China—Hongkong	·14	·07	·29	·27	·35	2·16	·47
	Do. Treaty Ports*	·23	1·56	1·02	1·34	5·05	7·31	4·21
	Mekran and Sonmiani	·15	·15	·21	·24	·04	·13	·13
	Abyssinia	2·36	1·80	1·35	·09	1·80	·65	1·13
	Other Countries	1·43	2·92	2·44	3·05	2·38	2·81	3·35
	Total...	9·53	17·27	16·72	17·63	22·11	24·27	20·79
Sheetings ...	Abyssinia	·03	·01	·03	·10	·22	2·95	3·45
	Mozambique	·01	·03	·06	·75	1·08	1·61	1·72
	Zanzibar	·14	1·61	3·25	3·07	3·47	5·84	5.16
	Aden	·09	·13	·23	·45	·85	1·80	3·12
	Arabia	·05	·17	·36	·64	·76	·68	1·28
	China—Treaty Ports* ...	·08	·11	·03	...	·68	·84	·02
	Other Countries	·54	·19	·20	·39	·96	1·52	1·85
	Total...	·94	2·25	4·16	5·40	8·02	15·24	16·60
Domestics ...	Aden	2·02	2·89	3·60	4·96	5·40	8·59	8·46
	Arabia	·08	·12	·11	·11	·13	·25	·33
	Other Countries	·43	·38	·14	·25	·34	·27	·27
	Total...	2·53	3·39	3·85	5·32	5·87	9·11	9·06

Drills and Jeans...	Zanzibar...	.....	.....	.....	.....	...	.....	.....
	Aden	.....	·29	.....	·02	...	.....	.....
	Other Countries	·08	·09	·02	.....	·10	·02	·01
	Total...	·08	·38	·02	·02	·10	·02	·01
Long Cloths ...	Abyssinia	1·93	·53	1·37	·03	2·42	2·18	1·31
	Mozambique	2·15	1·03	·88	·60	·28	.....	·02
	Zanzibar...	·60	·86	·23	·41	1·58	·30	·52
	Aden	2·68	3·83	3·55	5·07	2·20	1·74	3·58
	China—Treaty Ports*... ...	·16	1·60	·26	·08	·40	2·50	·96
	Arabia	·16	·49	·14	·44	·24	1·19	1·80
	Persia	·32	·05	·40	·51	·59	·55	·75
	Straits	·29	·18	·10	·05	·06	·15	·19
	Turkey in Asia...	1·36	1·89	1·46	1·31	2·30	2.44	2·90
	Egypt	·69	·67	·71	·17	·17	1·68	·88
	Other Countries	·09	·62	·45	·22	·36	·13	·16
	Total...	10·43	11·75	9·55	8·89	10·60	12·86	13·07
Chudders... ...	Aden	·40	·64	·62	·46	·65	·66	·92
	Zanzibar...	1·90	1·49	1·62	1·89	2·00	1·27	1·27
	Other Countries	1·29	1·29	1·18	1·04	·86	1·05	·99
	Total...	3·59	3·42	3·42	3·39	3·51	2·98	3·18
Dhooties	Aden	·02	·02	·04	·02	·08	·03	·06
	Other Countries	·22	·14	·22	·12	·04	·30	·27
	Total...	·24	·16	·26	·14	·12	·33	·33
Other Sorts... ...	Total...	3·96	4·45	1·67	·52	·21	·09	·10
	Grand Total...	31·30	43·07	39·65	41·31	50·54	64·90	63·14

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1894-95.

From Government Returns.] [*Years ending 31st March*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1900-1901.	1899-1900	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.
T. Cloths	9·53	17·27	16·72	17·63	22·11	24·27	20·79
Sheetings	·94	2·25	4·16	5·40	8·02	15·24	16·60
Domestics	2·53	3·39	3·85	5·32	5·87	9·11	9·06
Drills and Jeans ...	·08	·38	·02	·02	·10	·02	·01
Long Cloths	10·43	11·75	9·55	8·89	10·60	12·86	13·07
Chudders	3·59	3·42	3·42	3·39	3·51	2·98	3·18
Dhooties	·24	·16	·26	·14	·12	·33	·33
Other Sorts	3·96	4·45	1·67	·52	·21	·09	·10
Total Millions of Yards ...	31·30	43·07	39·65	41·31	50·54	64·90	63·14
Total Lakhs of Rupees ...	38·97	52·36	47·11	49·22	61·16	80·54	75·95

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1893-94.

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From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted.)							
	1900-1901	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.
Mule No. 15s and under	48·56	125·28	95·82	68·62	50·93	49·37	43·63	35·74
„ „ *16s to 24s*	63·89	92·92	101·21	100·05	124·44	121·65	101·90	88·37
„ „ *25s to 32s*	·27	·16	·17	·13	·18	·21	·42	·41
„ „ *33s to 44s*	·14	·03	...	...	·15	·02	·10	·05
Total ...	112·86	218·39	197·20	168·80	175·70	171·25	146·14	124·57
Water No. 20s and under	...	...	...	·27	·07	·01	·03	·11
„ „ *21s to 30s*	...	...	...	...	...	...	...	·05
„ „ *31s to 40s*	...	...	...	...	...	·01	...	·03
Total ...	...	...	...	·27	·07	·02	·03	·19
Colored Yarns ... Total ...	·97	1·07	·70	·99	·85	1·10	·86	·70
Total Yarns ...	113·83	219·46	197·90	170·06	176·62	172·37	147·03	125·46

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1893-94.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.
Mule No. 15s and under	Aden	·63	1·68	·98	1·24	·85	·86	1·50	·99
	Japan	...	·02	...	...	...	...	...	·03
	China, Hongkong	34·82	57·29	62·75	43·07	32·99	35.78	33·71	24·87
	China, Treaty Ports*	11·94	65·69	31·18	23·63	16·37	12·13	7·74	9·61
	Other Countries...	1·17	·60	·91	·68	·72	·60	·68	·24
	Total ...	48·56	125·28	95·82	68·62	50·93	49·37	43·63	35·74
16s to 24s ...	Aden	·42	·51	·50	·58	·45	·42	·54	·41
	Japan	...	·12	·04	·35	·64	1·21	2·58	5·64
	China, Hongkong	34·17	35·70	49·86	47·74	59·41	53·00	57·12	42·31
	China, Treaty Ports*	23·86	52·98	44·40	46·06	59·44	62·58	35·05	35·54
	Straits	3·05	2·22	3·71	3·16	2·57	2·54	4·25	2·83
	Other Countries	2·39	1·39	2·71	2·16	1·93	1.90	2·45	1·64
	Total ...	63·89	92·92	101·22	100·05	124·44	121·65	101·99	88·37
Above No. 24s ...	Total ...	·41	·19	·16	·14	·33	·23	·52	·46
	Total Mule ...	112·86	218·39	197·20	168·81	175·70	171·25	146·14	124·57
Water	„ Water ...	...	...	...	·27	·07	·02	·03	·19
Coloured... ...	„ Colored ...	·97	1·07	·70	·99	·85	1·10	·86	·70
	Grand Total ...	113·83	219·46	197·90	170·07	176·62	172·37	147·03	125·46
	Value in Lakhs of Rs.	401·22	625·46	590·69	594·78	648·92	629·60	525·80	465·05

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay. In thousands of Bales (000s omitted). [*Years ending 30th June.*

Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1862	...	835	61	896	American War. In '63 &'61 Bombay imported Cotton from China.		1882	1,832	1,521	87	1,608	277	1,885
1863	...	911	8	919			1883	1,770	1,335	95	1,430	313	1,743
1864	...	867	3	870			1884	1,759	1,295	100	1,395	348	1,743
1865	...	1,065	1	1,066			1885	1,139	791	70	861	392	1,253
1866	...	1,187	14	1,201	42	1,243	1886	1,480	1,009	61	1,070	391	1,461
1867	...	1,277	5	1,282	46	1,328	1887	1,703	1,147	40	1,187	454	1,641
1868	...	1,030	48	1,078	47	1,125	1888	1,472	893	58	951	500	1,451
1869	...	1,225	56	1,281	48	1,329	1889	1,851	1,286	46	1,332	565	1,897
1870	...	1,115	50	1,165	49	1,214	1890	2,235	1,488	71	1,559	636	2,195
1871	...	967	39	1,006	50	1,056	1891	2,020	1,070	107	1,177	762	1,939
1872	1,085	1,002	48	1,050	52	1,102	1892	1,770	905	202	1,107	728	1,835
1873	1,151	1,079	34	1,113	53	1,166	1893	1,738	816	169	985	724	1,709
1874	978	917	34	951	67	1,018	1894	1,769	908	159	1,067	731	1,798
1875	1,311	1,192	25	1,217	83	1,300	1895	1,540	525	143	668	815	1,483
1876	1,345	1,285	20	1,305	135	1,440	1896	2,151	800	346	1,146	849	1,995
1877	1,073	980	35	1,015	147	1,162	1897	1,612	603	405	1,008	703	1,711
1878	1,141	920	38	958	161	1,119	1898	1,730	424	409	833	817	1,650
1879	961	800	46	846	204	1,050	1899	2,033	578	520	1,098	951	2,049
1880 ... ,,	832	652	64	716	181	897	1900	988	117	444	561	745	1,306
1881	1,171	874	34	908	220	1,128	1901	1,896	620	340	960	696	1,656

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1879 *to* 1901.

Year.	Cotton.	†Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1879*	641,457	65,667	480,261	223,414	534,837	120,148	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	38,619	728,055

* Including transhipments in Harbour. † Including goat hair.

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901.

From 1st to 31st January 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	14,17,500	27,45,000	.....	6,69,308	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	668	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	23,25,000	.....	1,50,060	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	90,000	.....	.....	.....	41	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	10,529	25,40,155	56,321	.....	2,92,814	1,80,646	1
Total Imports from 1st to 31st January 1901	14,28,029	77,00,155	56,321	8,19,368	2,92,814	1,81,355	1
Imported same time last year...	6,29,675	8,47,598	16,96,844	59,20,678	1,28,401	4,85,354	46

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 28th February 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	44,40,000	80,63,265	.....	3,37,213	.....	7	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	15,354	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	15,75,000	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	1,05,000	.....	.....	.....	30,800	.....
Japan—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	.....	6,000	.....
Other Ports	43,385	2,43,590	47,255	.....	92,188	2,03,445	c 2
Total.....	44,83,385	99,86,855	62,609	3,37,213	92,188	2,40,252	2
Previously Imported.....	14,28,029	77,00,155	56,321	8,19,368	2,92,814	1,81,355	1
Total Imports from 1st January to 28th February 1901	59,11,414	1,76,87,010	1,18,930	11,56,581	3,85,002	4,21,607	3
Imported same time last year	35,39,882	1,05,43,328	65,95,848	96,95,093	2,65,695	7,61,348	161

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 31st March 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	24,84,750	3,21,000	.....	27,66,382	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,51,981	11,25,000	.....	4,29,941	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	390	60	.....	6	27,000	5
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	29	.....	67
OTHER PORTS	16,790	2,57,590	15,623	.....	28,860	2,90,153	42
Total	26,53,521	17,03,980	15,683	31,96,323	28,895	3,17,153	114
Previously Imported	59,11,414	1,76,87,010	1,18,930	11,56,581	3,85,002	4,21,607	3
Total Imports from 1st January to 31st March 1901	85,64,935	1,93,90,990	1,34,613	43,52,904	4,13,897	7,38,760	117
Imported same time last year	61,05,634	1,15,39,528	1,02,01,907	1,37,53,628	2,86,698	11,79,308	163

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 30th April 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	8,57,925	4,75,650	.....	15,89,206	.....	3,150	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	302	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	738	.....	.....	.....	30	33,600	.....
JAPAN—							
Yokohama and Kobe	.....	.....	195	.....	.....	1,224	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	19	.....	7
OTHER PORTS	9,250	8,16,519	6,430	.....	565	1,71,643	40
Total.....	8,67,913	12,92,169	6,625	15,89,206	614	2,09,919	47
Previously Imported.....	85,64,935	1,93,90,990	1,34,613	43,52,904	4,13,897	7,38,760	117
Total Imports from 1st January to 30th April 1901.....	94,32,848	2,06,83,159	1,41,238	59,42,110	4,14,511	9,48,679	164
Imported same time last year...	70,70,269	1,23,18,409	1,30,12,544	1,45,97,835	3,87,841	14,34,959	163

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 31st May 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	15,22,500	6,23,250	750	35,74,920	.....	.....	1
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	7,500	3,225	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	7,50,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	3,540	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	14	.....	12
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	14,550	23,57,647	31,255	.....	181	1,18,476	1
Total	15,37,050	37,38,397	35,230	35,74,920	195	1,22,016	14
Previously Imported	94,32,848	2,03,83,159	1,41,238	59,42,110	4,14,511	9,18,679	164
Total Imports from 1st January to 31st May 1901	1,09,69,898	2,44,21,556	1,76,468	95,17,030	4,14,706	10,70,695	178
Imported same time last year	80,78,401	1,29,25,671	1,83,23,192	1,55,09,795	4,29,760	16,45,419	163

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 30th June 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—							
London	Rs. 29,51,100	Rs. 5,78,250	Rs. 7,500	Rs. 76,09,142	Rs.	Rs.	Rs. .....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	1,642	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	5,66,200	.....	.....	.....
CHINA—							
Hongkong and Shanghai	31,121	.....	.....	.....	7	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	32,830	7,27,189	2,54,476	602	3,181	11,48,489	23
Total.....	30,15,051	13,05,439	2,61,976	81,75,944	3,188	11,50,131	23
Previously Imported.....	1,09,69,898	2,44,21,556	1,76,468	95,17,030	4,14,706	10,70,695	178
Total Imports from 1st January to 30th June 1901	1,39,84,949	2,57,26,995	4,38,444	1,76,92,974	4,17,894	22,20,826	201
Imported same time last year...	93,54,956	1,35,90,563	1,83,56,130	1,75,83,776	4,49,628	17,79,961	444

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 31st July 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,53,600	.....	15,000	71,41,418	.....	26	2
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	332	10
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	4,62,323	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	14	.....	12
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	78,911	32,284	.....	4,672	84,279	87
Total	1,53,600	78,911	47,284	76,03,741	4,686	84,637	111
Previously Imported	1,39,84,949	2,57,26,995	4,38,444	1,76,92,974	4,17,894	22,20,826	201
Total Imports from 1st January to 31st July 1901	1,41,38,549	2,58,05,906	4,85,728	2,52,96,715	4,22,580	23,05,463	312
Imported same time last year	1,34,24,306	1,84,80,141	1,86,10,371	1,79,25,886	5,36,746	19,63,052	483

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 31st August 1901.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,77,520	.....	.....	80,13,682	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,54,251	.....	.....	1,84,893	.....	.....	.....
CHINA—							
Hongkong and Shanghai	23,220	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	9
OTHER PORTS	27,600	3,48,362	1,33,630	.....	34,737	76,110	472
Total	5,82,591	3,48,362	1,33,630	81,98,575	34,737	76,110	481
Previously Imported	1,41,38,549	2,58,05,906	4,85,728	2,52,96,715	4,22,580	23,05,463	312
Total Imports from 1st January to 31st August 1901	1,47,21,140	2,61,54,268	6,19,358	3,34,95,290	4,57,317	23,81,573	793
Imported *same time last year*	1,38,02,399	1,95,69,668	1,86,65,631	2,01,48,344	6,13,877	20,63,164	483

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 30th September 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	12,68,900	2,40,000	.....	54,21,456	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	1,519	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	7,50,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,23,840	.....	.....	.....	7	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	1,340	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	34,411	7,45,715	36,043	.....	8,427	79,394	193
Total ...	14,27,151	17,35,715	36,043	54,21,456	8,434	82,253	193
Previously Imported	1,47,21,140	2,61,54,268	6,19,358	3,34,95,290	4,57,317	23,81,573	793
Total Imports from 1st January to 30th September 1901	1,61,48,291	2,78,89,983	6,55,401	3,89,16,746	4,65,751	24,63,826	986
Imported same time last year	1,46,27,234	1,97,90,265	1,86,90,230	2,75,15,204	8,46,920	21,16,407	542

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 31st October 1901.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom—							
London	21,51,300	75,000	.....	93,57,095	.....	3,500	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	4,57,911	3,75,000	.....	3,20,632	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Japan—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
Other Ports	5,200	2,11,567	38,871	.....	2,493	1,33,762	.....
Total	26,14,411	6,61,567	38,871	96,77,727	2,493	1,37,262	.....
Previously Imported	1,61,48,291	2,78,89,983	6,55,401	3,89,16,746	4,65,751	24,63,826	986
Total Imports from 1st January to 31st October 1901	1,87,62,702	2,85,51,550	6,94,272	4,85,94,473	4,68,244	26,01,088	986
Imported same time last year	1,76,91,265	2,27,52,788	1,86,95,678	3,18,30,028	13,38,718	22,07,534	542

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 30th November 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,98,400	4,27,500	.....	61,64,270	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	471	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	3,57,244	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	3,25,018	69,460	.....	1,965	2,46,560	12
Total.....	9,98,400	7,52,518	69,931	65,21,514	1,965	2,46,560	12
Previously Imported.....	1,87,62,702	2,85,51,550	6,94,272	4,85,94,473	4,68,244	26,01,088	986
Total Imports from 1st January to 30th November 1901.....	1,97,61,102	2,93,04,068	7,64,203	5,51,15,987	4,70,209	28,47,648	998
Imported same time last year.....	1,83,42,935	2,29,13,985	1,87,16,230	3 50,64,516	19,03,285	22,78,451	550

Total Imports of Treasure from Foreign Countries into Bombay during the year 1901—*contd.*

From 1st to 31st December 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	14,28,480	1,27,500	.....	71,20,264	.....	205	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,51,544	4,50,000	.....	1,29,750	.....	.....	.....
CHINA—							
Hongkong and Shanghai	26,160	22,500	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	42,858	.....
OTHER PORTS	4,044	23,71,128	62,367	.....	.....	2,40,375	5
Total...	16,10,228	29,71,128	62,367	72,50,014	.....	2,83,438	5
Previously Imported...	1,97,61,102	2,93,04,068	7,64,203	5,51,15,987	4,70,209	28,47,648	998
Total Imports from 1st January to 31st December 1901	2,13,71,330	3,22,75,196	8,26,570	6,23,66,001	4,70,209	31,31,086	1,003
Imported same time last year ...	2,12,74,827	2,70,37,226	1,87,28,717	3,57,42,351	21,01,413	24,07,738	2,013

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901.—*contd.*

From 1st to 31st January 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	28,04,538	1,462	.....	.....	.....	.....	4,725
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	700	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	23,583	.....	.....
OTHER PORTS	.....	.....	15,939	.....	.....	1,60,000	29,000
Total Exports from 1st to 31st January 1901	28,04,538	1,462	15,939	.....	24,283	1,60,000	33,725
Exported same time last year...	21,11,209	.....	1,742	7,857	16,17,693	3,23,500	223

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 28th February 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	23,23,699	.....	.....	.....	.....	.....	6,787
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Japan—							
Yokohama and Kobe	.....	.....	.....	.....	.....		.....
Straits—						.....	
Penang and Singapore	.....	.....	.....	.....	.....		.....
Other Ports	.....	.....	3,500	.....	.....	1,20,633	3,600
Total ...	23,23,699	.....	3,500	.....	.....	1,20,633	10,387
Previously Exported...	28,04,538	1,462	15,939	.....	24,283	1,60,000	33,725
Total Exports from 1st January to 28th February 1901	51,28,237	1,462	19,439	.....	24,283	2,80,633	44,112
Exported same time last year...	11,21,123	.....	8,058	9,207	75,77,395	2,56,000	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 31st March 1901

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	25,72,187	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	7,500	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	70,000	11,400
Total ...	25,72,187	.....	7,500	.....	.....	70,000	11,400
Previously Exported...	51,28,237	1,462	19,439	.....	24,283	2,80,633	41,112
Total Exports from 1st January to 31st March 1901	77,00,424	1,462	26,939	.....	24,283	3,50,633	53,512
Exported same time last year ...	11,21,123	7,500	12,089	9,207	1,07,79,189	3,16,000	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 30th April 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	41,08,462	3,75,000	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	6,15,000	16,650
Total...	41,08,462	3,75,000	.....	.....	.....	6,15,000	16,650
Previously Exported...	77,00,424	1,462	26,939	.....	24,283	3,50,633	55,512
Total Exports from 1st January to 30th April 1901	1,18,08,886	3,76,462	26,939	.....	24,283	9,65,633	72,162
Exported same time last year ...	11,21,123	7,500	22,430	9,207	1,23,92,127	7,00,500	5,700

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 31st May 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	28,22,655	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							.....
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	2,324	.....	.....	4,66,200	.....
Total	28,22,655	.....	2,324	.....	.....	4,66,200	.....
Previously Exported	1,18,08,886	3,76,462	26,939	.....	24,283	9,65,633	72,162
Total Exports from 1st January to 31st May 1901	1,46,31,541	3,76,462	29,263	.....	24,283	14,31,833	72,162
Exported same time last year	11,21,123	7,500	71,729	11,319	1,23,93,875	12,18,550	43,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 30th June 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	18,40,892	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	16,46,764	.....	.....
OTHER PORTS	1,656	.....	33,181	.....	3,786	17,17,668	11,000
Total	18,42,548	.....	33,181	.....	16,50,550	17,17,668	11,000
Previously Exported	1,46,31,541	3,76,462	29,263	.....	24,283	14,31,833	72,162
Total Exports from 1st January to 30th June 1901	1,64,74,089	3,76,462	62,444	.....	16,74,833	31,49,501	83,162
Exported same time last year	11,41,853	7,500	99,273	11,319	1,26,22,603	18,83,550	48,163

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 31st July 1901.

TO	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	34,50,143	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	7,50,000	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	54,35,052	.....	.....
OTHER PORTS	372	15,000	69,915	2,250	.....	13,45,600	.....
Total ...	34,50,515	7,65,000	69,915	2,250	54,35,052	13,45,600	.....
Previously Exported...	1,64,74,089	3,76,462	62,444	.....	16,74,833	31,49,501	83,162
Total Exports from 1st January to 31st July 1901	1,99,24,604	11,41,462	1,32,359	2,250	71,09,885	44,95,101	83,162
Exported same time last year	51,95,477	2,62,500	1,32,618	11,93,693	1,29,19,358	27,15,650	55,879

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 31st August 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	21,81,843	.....	.....	446	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	32,83,675	.....	.....
OTHER PORTS	.....	79,500	12,624	.....	.....	13,07,050	.....
Total ...	21,81,843	79,500	12,624	446	32,83,675	13,07,050	.....
Previously Exported...	1,99,24,604	11,41,462	1,32,359	2,250	71,09,885	44,95,101	83,162
Total Exports from 1st January to 31st August 1901	2,21,06,447	12,20,962	1,44,983	2,696	1,03,93,560	58,02,151	83,162
Exported same time last year...	1,24,44,165	64,05,150	2,48,787	11,93,693	1,44,95,381	28,17,850	58,427

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 30th September 1901.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	25,71,715	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	18,62,397	.....	.....
OTHER PORTS	.....	.....	46,325	.....	5,000	11,66,500	.....
Total	25,71,715	.....	46,325	.....	18,67,397	11,66,500	.....
Previously Exported	2,21,06,447	12,20,962	1,44,983	2,696	1,03,93,560	58,02,151	83,162
Total Exports from 1st January to 30th September 1901	2,46,78,162	12,20,962	1,91,308	2,696	1,22,60,957	69,68,651	83,162
Exported same time last year	1,52,89,020	64,80,150	2,77,879	11,93,693	1,63,20,573	31,14,850	61,427

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1*st to* 31*st October* 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	22,81,547	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	40,17,586	1,57,143	.....
OTHER PORTS	2,621	3,000	27,385	.....	.....	8,00,100	.....
Total	22,84,168	3,000	27,385	.....	40,17,586	9,57,243	.....
Previously Exported	2,46,78,162	12,20,962	1,91,308	2,696	1,22,60,957	69,68,651	83,162
Total Exports from 1st January to 31st October 1901	2,69,62,330	12,23,962	2,18,693	2,696	1,62,78,543	79,25,894	83,162
Exported same time last year	1,91,58,781	65,55,300	2,88,374	11,93,693	1,64,42,373	49 62,850	61,427

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*contd.*

From 1st to 30th November 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	23,41,347	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	8,09,137	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	27,33,678	.....	.....
OTHER PORTS	.....	2,25,000	20,610	.....	.....	30,000	.....
Total ...	23,41,347	2,25,000	20,610	.....	35,42,815	30,000	.....
Previously Exported...	2,69,62,330	12,23,962	2,18,693	2,696	1,62,78,543	79,25,894	83,162
Total Exports from 1st January to 30th November 1901	2,93,03,677	14,48,962	2,39,303	2,696	1,98,21,358	79,55,894	83,162
Exported same time last year...	2,21,68,542	86,70,975	3,01,624	11,93,693	2,33,55,240	64,43,850	61,427

Total Exports of Treasure to Foreign Countries from Bombay during the year 1901—*concld.*

From 1st to 31st December 1901.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	26,83,376	.....	.....	.....	.....	.....	1,500
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	88,820	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	53,99,555	.....	.....
OTHER PORTS	.....	.....	28,023	.....	.....	2,80,000	.....
Total...	26,83,376	.....	28,023	.....	54,88,375	2,80,000	1,500
Previously Exported...	2,93,03,677	14,48,962	2,39,303	2,696	1,98,21,358	79,55,894	83,162
Total Exports from 1st January to 31st December 1901	3,19,87,053	14,48,962	2,67,326	2,696	2,53,09,733	82,35,894	84,662
Exported same time last year...	2,60,22,680	86,70,975	3,07,224	12,02,997	2,54,03,782	69,21,850	65,927

Weekly Current Quotations as Estimated by the Committee of the Chamber of Commerce during the yea

QUOTATIONS.	Week ending 4th January.	Week ending 11th January.	Week ending 18th January.	Week ending 25th January.	Week ending 1st February.	Week ending 8th February.	Week ending 15th February.	Week ending 22nd February.	Week ending 1st March.	Week ending 8th March.	Week ending 15th March.	Week ending 22nd March.	Week ending 29th March.	Week ending 4th April.	Week ending 12th April.	Week ending 19th April.	Week ending 26th April.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 4d.
" " Sight	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4d.	1s. 4 3/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 31/32d.	1s. 4d.
" " " 3 m'ths' "	1s. 4d.	1s. 4d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4d.	1s. 4 3/32d.	.....	.....	.....	.....	.....	.....	.....
First-class Credits ... ... 3 " "	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4 9/32d.	1s. 4 13/32d.	1s. 4 3/8d.	1s. 4 7/32d.	1s. 4 3/8d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 11/32d.	1s. 4 11/32d.
Documents ... ... 3 " "	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 7/16d.	1s. 4 9/32d.	1s. 4 7/16d.	1s. 4 9/16d.	1s. 4 7/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 3/16d.	1s. 4 11/32d.
" " " 6 " "	1s. 4 19/32d.	1s. 4 19/32d.	1s. 4 9/16d.	1s. 4d.	1s. 4 15/32d.	1s. 4 5/32d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 7/32d.	1s. 4 9/32d.
Paris Francs Mercantile Bills ... 3 " "	1/71	1/71⅛	1/71	1/70⅞	1/70⅞	1/70⅞	1/71	1/70⅞	1/71	1/70⅞	1/70⅞	1/70⅞	1/70	1/70	1/70	1/70	1/70⅛
On Calcutta Bank Telegraphic Transfer ...	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100	100
On China Mercantile Bills { per 100 Dollars, 30 days' Sight. " 100 Taels. " 100 Yens.	Rs. a. p. H. 154 0 0 S. 210 0 0 J. 147 8 0	Rs. a. p. H. 154 0 0 S. 210 0 0 J. 147 8 0	Rs. a. p. H. 152 0 0 S. 208 0 0 J. 147 8 0	Rs. a. p. H. 148 0 0 S. 206 0 0 J. 147 8 0	Rs. a. p. H. 146 8 0 S. 202 0 0 J. 148 0 0	Rs. a. p. H. 147 0 0 S. 202 0 0 J. 148 0 0	Rs. a. p. H. 147 0 0 S. 203 0 0 J. 148 0 0	Rs. a. p. H. 148 0 0 S. 203 0 0 J. 148 0 0	Rs. a. p. H. 147 0 0 S. 202 0 0 J. 148 0 0	Rs. a. p. H. 147 0 0 S. 200 0 0 J. 148 0 0	Rs. a. p. H. 147 8 0 S. 200 0 0 J. 148 0 0	Rs. a. p. H. 146 8 0 S. 199 0 0 J. 148 0 0	Rs. a. p. H. 144 8 0 S. 198 8 0 J. 148 0 0	Rs. a. p. H. 144 0 0 S. 197 0 0 J. 148 0 0	Rs. a. p. H. 144 0 0 S. 197 0 0 J. 148 0 0	Rs. a. p. H. 144 0 0 S. 197 0 0 J. 148 0 0	Rs. a. p. H. 146 0 0 S. 199 0 0 J. 148 0 0
English Bar Gold, 100 touch (per tola)...	24 0 0	24 0 0	24 0 0	24 0 0	24 0 6	24 1 0	24 1 0	24 0 6	24 1 0	24 1 0	24 0 6	24 0 6	24 1 0	24 1 0	24 1 0	24 1 0	24 0 6
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	{ 74 6 0Rdy 74 12 0Fwd	74 4 0 Rdy. 74 12 0Fwd.	74 0 0 Rdy. 74 4 0 Fwd.	72 8 0 Rdy 73 0 0 Fwd	71 12 0 Rdy. 71 12 0 Fwd.	71 0 0 Rdy. 71 0 0 Fwd.	71 6 0 Rdy. 71 6 0 Fwd	71 14 0 Rdy 72 0 0 Fwd	72 0 0 Rdy 72 4 0Fwd	72 2 0 Rdy. 72 2 0Fwd.	72 2 0 Rdy. 72 6 0 Fwd	70 14 0Rdy 71 12 0 Fwd	70 12 0Rdy 70 12 0Fwd	69 12 0 Rdy 69 4 0Fwd	70 0 0 Rdy 69 14 0 Fwd	70 0 0 Rdy. 70 2 0Fwd	70 6 0 Rdy. 70 6 0 Fwd
RATES OF DISCOUNT.																	
Bank Rate of Discount on Private Bills 60 days' Sight	8 per cent.	9 per cent.	9 per cent.	9 per cent.	8 per cent.	9 per cent.	10 per cent.	11 per cent.	10 per cent.	9 per cent.	8 per cent.	8 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	8 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	7 "	7 "	7 "	7 "	7 "	8 "	8 "	9 "	9 "	8 "	8 "	8 "	7 "	7 "	6 "	6 "	7 "
Rate of Interest in the open Market on Government Paper	7 "	7 "	7 "	6 "	7 "	8 "	8 "	9 "	8 "	8 "	8 "	8 "	5 "	5 "	5 "	6 "	7 "
GOVERNMENT SECURITIES.																	
Three-and-a-half per cents.	Rs. 96 2 0	Rs. 95 2 0	Rs. 95 4 0	Rs. 95 3 0	Rs. 94 15 0	Rs. 95 0 0	Rs. 95 1 0	Rs. 94 10 0	Rs. 94 13 0	Rs. 94 12 0	Rs. 95 4 0	Rs. 95 7 0	Rs. 95 9 0	Rs. 96 2 0	Rs. 96 0 0	Rs. 95 9 0	Rs. 95 2 0
Three per cents.	" 87 0 0 Nl.	" 86 8 0 Nl.	" 88 8 0 Nl.	" 86 0 0 Nl.	" 86 0 0	" 86 0 0	" 86 0 0	" 86 0 0	" 86 0 0	" 86 0 0	" 86 0 0	" 86 0 0	" 86 0 0	" 86 0 0	" 86 4 0	" 86 0 0	" 86 0 0
IMPORTS.																	
PIECE GOODS—																	
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece)	Rs. 8 7 0	Rs. 3 7 6	Rs. 3 7 6	Rs. 3 7 6	Rs. 3 7 6	Rs. 3 7 6	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 8 0	Rs. 3 7 6	Rs. 3 7 0	Rs. 3 6 6	Rs. 3 6 0	Rs. 3 5 6	Rs. 3 5 6	Rs. 3 5 0
8lbs. 38 in. 37½ to 38 yds. " " "	" 4 0 6	" 4 2 6	" 4 2 6	" 4 2 6	" 4 2 6	" 4 2 6	" 4 3 0	" 4 3 0	" 4 3 0	" 4 3 0	" 4 3 0	" 4 3 0	" 4 2 0	" 4 2 0	" 4 2 0	" 4 2 0	" 4 1 6
No. 40s Mule Twist (per lb.)	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9½ to 9¾	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼
No. 30s Water " "	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8¼ to 9¼	" 8 to 8½	" 8 to 8½	" 8 to 8½	" 8 to 8½	" 8 to 8½
Copper Braziers (in bundles) per cwt. ...	Rs. 64 0 0	Rs. 64 0 0	Rs. 64 0 0	Rs. 64 0 0	Rs. 64 0 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 63 0 0	Rs. 62 12 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 63 4 0
Yellow Metal " " ...	" 50 6 0	" 50 14 0	" 51 0 0	" 50 8 0	" 50 12 0	" 51 8 0	" 51 8 0	" 51 8 0	" 51 8 0	" 51 8 0	" 52 0 0	" 52 0 0	" 50 12 0	" 50 4 0	" 49 0 0	" 49 8 0	" 50 0 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 39 to 40	" 39 to 40	" 39 to 41	" 35 to 36	" 39 to 40	" 39 to 40	" 38 to 39	" 39 to 40	" 38 to 39	" 38 to 39	" 38 to 39	" 37 to 39	" 37 to 38	" 37 to 38	" 35 to 36	" 36 to 37	" 36 to 37
Basic Steel " " " ...	" 39 to 41	" 39 to 40	" 38 to 39	" 37 to 38	" 39 to 41	" 40 to 41	" 39 to 40	" 39 to 40	" 39 to 40	" 38 to 39	" 39 to 40	" 37 to 39	" 37 to 38	" 37 to 38	" 35 to 36	" 36 to 37	" 36 to 37
Swedish Bar Iron " " ...	" 64 to 65	" 64 to 65	" 64 to 65	" 55 to 56	" 64 to 65	" 65 to 66	" 65 to 66	" 64 to 65	" 65 to 66	" 64 to 65	" 64 to 65	" 64 to 65	" 63 to 64	" 62 to 63	" 62 to 63	" 61 to 62	" 60 to 62
Davison's West Hartley Coal (per ton) alongside	.....	.....	23 8 0 Fwd.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cardiff Coal " " ...	.....	.....	24 8 0 "	" 24 8 0 Fwd.	" 24 8 0 Fwd.	" 24 8 0 Fwd.	" 24 0 0 Fwd	" 24 0 0 "	" 23 8 0 Fwd.	" 23 4 0 Fwd	" 22 8 0 Fwd	" 22 0 0 Fwd	" 22 0 0 Fwd.	" 22 0 0 Fwd.	" 22 0 0 Fwd	" 22 0 0 Fwd	" 22 0 0 Fwd
Japan " " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Desharghur (Bengal) " " ...	" 15 8 0Rdy.	" 15 8 0 Rdy.	" 15 4 0 Rdy.	" 15 0 0 Rdy.	" 15 0 0 Rdy.	" 15 0 0 Rdy.	" 15 0 0 Rdy.	" 14 8 0 Rdy	" 14 12 0Rdy.	" 14 12 0Rdy.	" 15 0 0Rdy.	" 14 12 0Rdy.	" 15 0 0 Rdy.	" 14 12 0 Rdy.	" 15 0 0Rdy	" 14 12 0 Rdy.	" 15 0 0Rdy
Muir's Navigation " " ...	" 13 0 0 "	" 12 4 0 "	" 12 8 0 "	" 12 0 0 "	" 12 8 0 "	" 14 0 0 "	" 12 12 0 "	" 12 8 0 "	" 12 8 0 "	" 12 4 0 "	" 12 4 0 "	" 12 4 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 12 8 0 "	" 12 8 0 "
Jardine's " " ...	" 13 12 0 "	" 13 4 0 "	" 13 8 0 "	" 13 8 0 "	" 14 0 0 "	" 14 0 0 Fwd.	" 14 8 0 Fwd	" 13 0 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 0 0 "	" 13 8 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "
Seelpore " " ...	" 15 0 0 "	" 15 0 0 "	14 8 0 Fwd.	" 14 12 0 Fwd.	" 14 12 0 Fwd.	" 15 0 0 "	" 14 8 0 Fwd	" 15 0 0 Fwd.	14 8 0 Fwd	14 8 0 Fwd	14 8 0 Fwd	14 8 0 Fwd	" 14 8 0 Fwd	" 14 8 0 Fwd	14 8 0 Fwd.	" 14 8 0 Fwd	" 14 8 0 Fwd
Singarini " Rail Dly.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
EXPORTS.																	
COTTON (Full-pressed; per candy of 784 lbs.)—																	
Broach ... ... Fine	Rs. 236 March.	Rs. 240 March.	Rs. 238 March.	Rs. 235 March.	Rs. 231 March.	Rs. 233 March.	Rs. 233 March.	Rs. 235 March.	Rs. 233 March.	Rs. 226 Ready.	Rs. 233 Ready.	Rs. 221 Ready.	Rs. 200 Ready.	Rs. 207 Ready.	Rs. 214 Ready.	Rs. 211 Ready.	Rs. 212 Ready.
Do. ... ... Good	" 225 "	" 228 "	" 226 "	" 225 "	" 223 "	" 226 "	" 227 "	" 227 "	" 227 "	" 216 25th Mar.	" 227 25th Mar.	" 216 25th Mar.	" 186 April.	" 196 "	" 200 "	"	.....
Comrawuttee, Good Staple ... ... F.G.	" 212 Ready.	" 215 Ready.	212 Ready.	" 210 Ready.	" 206 Ready.	" 206 Ready.	" 202 Ready.	" 200 Ready	" 202 "	" 180 Ready.	" 180 Ready.	" 174 Ready.	" 166 Ready.	" 170 "	" 180 "	" 180 "	" 180 "
" " ... ... Good	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Khandeish ... ... F.G.	" 197 Ready.	" 203 Ready.	200 Ready.	" 199 "	" 195 Ready.	" 195 "	" 193 "	" 192 "	" 194 "	" 167 "	" 168 "	" 155 "	" 150 "	" 155 "	" 159 "	" 164 "	" 162 "
" " ... ... Good	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belatee (Ginned) ... ... Fine	" 204 Ready.	" 204 "	203 "	" 202 "	" 198 Ready.	" 199 "	" 198 "	" 198 "	" 188 "	" 173 "	" 173 "	" 165 "	" 158 "	" 166 "	" 168 "	" 175 "	Rs. 170 "
" " ... ... F.G.	" 193 "	" 200 "	199 "	" 198 "	" 194 "	" 195 "	" 194 "	" 193 "	" 184 "	" 168 "	" 167 "	" 154 "	" 150 "	" 154 "	" 156 "	" 160 "	" 160 "
Bhownugger ... ... Fine	" 224 Mar.-Apl.	" 226 Mar.-Apl	223 Mar.-April	" 223 Mar.-Apl.	" 220 Mar.-Apl.	" 220 April.	" 220 April	" 219 April.	" 213 April	" 200 Mar.-Apl.	" 205 April.	" 178 "	" 194 April.	" 203 "	" 204 "	" 205 "	" 200 May
" " ... ... F.G.	.....	.....	.....	.....	.....	.....	.....	.....	" 198 "	" 183 "	" 178 "	" 171 25th May	" 175 " (May	" 184 "	" 158 "	" 188 "	" 181 "
" " ... ... Good	" 200 May.	Rs. 203 May.	198 May.	" 198 May.	" 195 May	" 194 May.	" 195 May	" 195 May	" 183 May	" 171 25th May	" 175 25th May	" 165 to 25th M'y	" 160 15/25th	" 166 25th May	" 168 25th May	" 167 25th May.	" 168 25th "
Bengals ... ... Fine	" 194 Ready.	" 200 Ready.	199 Ready.	" 195 Ready.	" 185 Ready.	" 185 Ready.	" 188 Ready.	" 182 Ready	" 178 Ready	" 169 Ready	" 167 Ready	" 156 Ready.	" 154 Rdy.	" 156 Ready.	" 156 Ready.	" 158 Ready.	" 162 Ready.
" " ... ... F.G.	" 192 "	" 197 "	186 "	" 185 "	" 175 "	" 172 "	" 171 "	" 168 "	" 167 "	" 154 "	" 157 "	" 145 "	" 142 "	" 144 "	" 144 "	" 146 "	" 146 "
" " ... ... Good	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dharwar (S. G.) ... ... Good	" 225 May.	" 230 Forward.	227 Forward.	" 223 May.	" 222 May.	" 224 May.	" 223 May	" 220 May	" 214 May	" 202 May.	" 204 Fwd.	" 194 Fwd.	" 184 "	" 188 Rdy.	" 192 "	" 201 "	" 201 "
Westerns ... ... Good	" 215 "	" 229 "	214 "	" 214 "	" 211 "	" 212 "	" 213 "	" 211 "	" 192 "	" 195 "	" 195 "	" 183 "	" 175 April-May.	" 185 "	" 190 "	" 190 "	" 194 "
Gingellyseed, White ... ... (per cwt.)	" 8 12 0 Rdy.	" 9 0 0 Rdy.	8 14 0 Rdy.	" 8 15 0 Rdy.	" 8 14 0 Rdy.	" 9 1 0 Rdy.	" 9 2 0 Rdy.	" 8 2 0 Rdy.	" 9 3 0 Rdy.	" 9 0 0 Rdy.	" 9 3 0 Rdy.	" 9 1 0 Rdy.	" 9 0 0 Rdy.	" 9 2 0 Rdy.	" 9 3 0 Rdy.	" 9 2 0 Rdy.	" 9 4 0 Rdy.
" Mixed ... ... "	" 8 6 0 "	" 8 12 0 "	8 9 0 "	" 8 9 0 "	" 8 9 0 "	" 9 0 0 "	" 8 12 0 "	" 7-7-0 Apl.M'y	" 8 8 0 "	" 8 7 0 "	" 8 8 0 "	" 8 6 0 "	" 8 6 6 "	" 8 8 0 "	" 8 8 0 "	" 8 12 0 "	" 8 12 0 "
Linseed, Bold ... ... "	" 9 10 0 "	" 9 10 0 "	9 11 6 "	" 9 6 0 "	" 9 4 0 "	" 9 6 0 "	" 8 12 0 "	" 7-14-0 Apl.M'y	" 8 8 0 "	" 8 8 0 "	" 8 8 0 "	" 8 5 0 "	" 8 5 0 "	" 8 8 0 "	" 8 8 0 "	" 8 12 0 "	" 8 12 0 "
" Small Seed ... ... "	" 9 6 0 "	" 9 6 0 "	9 6 0 "	" 9 5 0 "	" 9 0 0 "	" 9 0 0 "	" 8 12 0 "	" 7-11-0 Apl.M'y	" 7-14-0 Apl.M'y	" 7-12-0 Apl.M'y	" 7-12-0 Apl.M'y	" 7-12-0 Apl.M'y	.....	" 7-10-0 Apl.-M'y	" 8-8-0 Apl.-May	" 8-8-0 Apl.-May	" 8-9-0 Apl. May
Rapeseed, Guzerat Yellow ... "	.....	" 7-14-0 Apl.M'y	7-13-0 Apl.M'y	" 7-13-6 Apl.M'y	" 7-12-6 Apl.M'y	" 7-12-0 Apl.M'y	" 7-12-0 Apl.M'y	" 7-7-0 Apl.M'y	" 7-7-0 Apl.M'y	" 7-7-0 "	" 7-7-0 "	" 7-7-0 "	" 7-7-0 "	" 7-7-0 "	" 7-7-0 "	" 7-11-0 Apl.-May	" 7-12-0 May.
" Brown Delhi... ... "	" 8 0 0 "	" 7 10 0 Rdy.	7 8 0 Rdy.	" 7 3 0 Rdy.	" 7 2 6 Rdy.	" 6 4 0 "	" 6 4 0 "	" 6 1 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 8 0 Rdy.	" 6 2 0 Rdy.	" 5 15 0 Rdy.	" 6 2 0 Rdy.	" 6 2 0 "	" 6 2 0 "
" Yellow Cawapore ... "	" 8 6 0 "	" 8 2 0 "	7 14 0 "	" 7 6 0 "	" 7 6 6 "	" 6 11 0 "	" 6 7 0 "	" 6 6 6 "	" 6 6 6 "	" 6 7 0 "	" 6 6 6 "	" 6 6 6 "	" 6-8-0 Apl.-May	" 6-6-0 Apl.-May.	" 6-6-0 Apl.-May.	" 6-1-0 Apl.-May	" 6-1-0 Apl.-May
Poppyseed... ... ... "	" 9 1 0 "	" 9 1 0 "	9 0 0 "	" 9 1 0 "	" 9 0 0 "	" 7 14 0 "	" 8 15 0 Rdy.	" 8 15 0 Rdy.	" 8 15 0 Rdy.	" 8 15 0 Rdy.	" 8 15 0 Ready	" 8 5 0 Rdy.	" 8 0 0 "	" 7 14 0 "	" 8 0 0 Rdy.	" 8 1 0 Rdy.	" 8 1 0 Rdy.
Groundnuts ... ... "	.....	.....	.....	.....	.....	" 8 0 0 Rdy.	" 8 2 0 "	" 8 2 0 "	" 8 2 0 "	" 8 2 0 "	" 7 12 6 "	" 7 11 0 "	" 7 5 0 "	" 7 5 0 "	" 7 5 0 "	" 7 5 0 "	" 7 3 0 "
Castorseed, Ordinary Quality F.A. "	" 7 9 0 "	" 7 7 6 "	7 9 0 "	" 7 9 0 "	" 7 6 0 "	" 7 2 0 "	" 7 1 6 "	" 7 0 0 "	" 6 14 0 "	" 6 14 0 "	" 6 14 0 "	" 6 14 0 "	" 6 13 6 "	" 6 11 6 "	" 6 10 0 "	" 6 12 6 "	" 6 12 6 "
Wheat, White Pessy 56 per cent. "	.....	.....	.....	.....	.....	.....	4-9-9 Apl.-M'y	4-7-3 "	4-7-6 Apl.M'y	4-7-6 Apl.M'y	4-10-0 Apl.M'y	4-10-0 Apl.M'y	4-10 Mar. Apl	4-10-0 Apl.-May	4-8-6 Apl.-May	4-7-6 Apl.-May	4-6-0 Apl. May
" Jabalpur Pessy ... ... "	.....	.....	.....	.....	.....	4-9-0 "	4-9-0 "	4-9-0 "	4-5-0 "	4-6-0 "	4-6-0 "	4-5-9 Apl.-May	4-6-3 Apl.-M'y	4-4-0 "	4-4-6 "	4-5-0 Apl-May	4-4-0 "
" Ahmedabad (Soft Red) ... "	.....	.....	.....	.....	.....	.....	.....	.....	4-11-0 Mar.Apl	4-12-0 Mar.Apl	4-11-0 Ready	4-10-0 Mar.Apl	4-6-3 Apl.-M'y	4-4-0 "	4-4-0 "	4-4-0 Apl.-May	4-4-0 "
" Hard Yellow 63 per cent. "	.....	.....	.....	.....	.....	.....	.....	.....	4-12-0 Ready.	4-11-0 Apl.-May	4-11-0 Ready	4-11-0 Apl.-May	4-4-0 "	4-4-0 "	4-4-0 "	4-4-0 "	4-4-0 "
" Delhi, No. 1, White Pessy "	Rs. 4-6-0 Apl.-May	Rs. 4-7-0 Apl.M'y.	Rs. 4-6-9 Apl.-May	" 4-6-3 Apl.-M'y	" 4-5-9 Apl.-M'y	Rs. 4-5-9 Apl.M'y	" 4-5-9 "	" 4-6 6 "	" 4-5-9 Apl.-May	" 4-3-0 "	" 4-3-0 "	" 4-3-0 "	" 4-3-0 "	" 4-5-0 Apl.-M'y	" 4-5-0 Apl.-M'y	" 4-5-0 Apl-May	" 4-4 0 "
" " Red ... ... "	" 4-4-0 "	" 4-5-0 "	.....	" 4-4-3 "	" 4-3-9 "	" 4-3-9 "	" 4-3-9 "	" 4 4 0 "	" 4 2 9 "	" 4 2 6 "	" 4 2 6 "	" 4 2 6 "	" 4 2 6 "	" 6 12 0 Rdy.	" 4 11 0 "	" 4 2 6 "	" 4 11 0 "
" Hard Red Khatha 75 per cent. "	.....	.....	.....	.....	.....	.....	.....	" 7 4 6 Ready	" 7 4 0 Rdy.	" 7 2 6 Rdy.	" 7-5-0 Ready	" 7-5-6 Rdy.	" 6 14 0 Rdy.	" 4 7 6 Rdy.	" 7 0 0 "	" 4 6 0 Rdy.	.....
" Nagpore Khatki ... ... "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,315	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,320	Rs. 1,310	Rs. 1,280	Rs. 1,280	Rs. 1,290	Rs. 1,290	Rs. 1,275	Rs. 1,275.	Rs. 1,310
" " New	" 1,275	" 1,275	1,275	" 1,270	" 1,275	" 1,275	" 1,275	" 1,275	" 1,275	" 1,275	" 1,240	" 1,220	" 1,225	" 1,225	" 1,220	" 1,220	" 1,225
FREIGHTS.	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
Liverpool—Cotton (per ton of 40 feet) ...	£ s. d. 0 14 0	£ s. d. 0 14 6	£ s. d. 0 14 6	£ s. d. 0 15 0	£ s. d. 0 13 0	£ s. d. 0 13 6	£ s. d. 0 14 0	£ s. d. 0 14 6	£ s. d. 0 14 0	£ s. d. 0 14 6	£ s. d. 0 14 6	£ s. d. 0 14 0	£ s. d. 0 14 0	£ s. d. 0 15 0	£ s. d. 0 15 6	£ s. d. 0 17 0	£ s. d. 0 16 0
" Seeds and Wheat	0 14 0	0 14 6	0 14 6	0 15 0	0 13 6	0 13 6	0 13 6	0 14 0	0 14 0	0 14 0	0 14 6	0 14 0	1 0 0	1 0 0	1 0 0	1 1 0	1 1 0
London—Measurement cargo (P. & O.)	0 18 0	0 16 0	0 15 0	0 18 0	0 18 0	0 18 0	0 13 6	0 14 0	0 18 0	0 18 0	0 14 6	0 14 0	0 14 0	0 14 6	0 15 6	0 15 6	0 15 6
" Seeds and Wheat "	0 12 6	0 16 0	0 12 6	0 13 6	0 13 6	0 13 6	0 13 6	0 14 0	0 17 0	0 17 0	0 14 6	0 14 0	0 17 6	0 17 0	0 17 0	0 17 0	0 17 0
Trieste & Venice—Measurement cargo ...	0 14 6	0 18 0	1 0 0	0 16 0	0 17 0	0 17 0	0 17 0	0 17 0	0 17 0	0 17 0	0 15 6	0 14 0	0 17 6	0 17 0	0 17 0	0 17 0	0 17 0
" " Seeds and Wheat ...	0 14 6	0 17 0	0 19 0	0 16 0	0 13 0	0 13 6	0 18 6	0 18 6	0 18 6	0 18 6	0 15 6	0 14 0	0 17 6	0 17 0	0 17 0	0 17 0	0 17 0
Marseilles—Measurement cargo	0 11 0	.....	.....	0 12 0	0 13 0	0 13 6	0 13 6	0 13 6	0 13 6	0 13 6	0 15 6	0 14 0	0 14 0	0 14 0	0 15 0	0 15 0	0 15 6
" Seeds and Wheat	0 11 0	.....	.....	0 12 0	0 13 6	0 13 6	0 14 0	0 14 6	0 15 0	0 15 0	0 15 6	0 14 0	0 14 0	0 15 0	0 15 0	0 15 0	0 15 6
Genoa—Measurement cargo	0 14 0	0 13 6	0 13 6	0 12 0	0 13 6	0 14 6	0 13 0	0 14 6	0 15 0	0 15 0	0 15 6	0 14 0	0 14 0	0 15 0	0 15 0	0 15 0	0 15 6
" Seeds and Wheat	0 14 0	0 13 6	0 13 6	0 12 0	0 13 6	0 14 6	0 13 0	0 14 6	0 15 0	0 15 0	0 15 6	0 14 0	0 14 0	0 15 0	0 15 0	0 15 0	0 15 6
China Steamer (P. & O.)	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18
Japan " "	" 17	" 17	17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. Hongkong. S. Shanghai. J. Japan.

Week ending 3rd May.	Week ending 10th May.	Week ending 17th May.	Week ending 23rd May.	*Week ending 31st May.	Week ending 7th June.	*Week ending 14th June.	Week ending 21st June.	Week ending 28th June.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
s. 4d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29		1s. 3 7/8d.
s. 4 1/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	15/16d.	1s. 3 15/16d.	1s. 3 29/32d.
.....	.....	.....	.....	.....	.....	.....	.....	.....
s. 4 1/4d.	1s. 4 7/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4d.	1s. 4 1/8		1s. 4 3/32d.
s. 4 3/8d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 9,32d.	1s. 4 1 d.	1s. 4 3/32d.	1s. 4 3/32d.
s. 4 9/32d.	1s. 4 4d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 5 d.	1s. 4 1/4d.	1s. 4d.
s. 4 13/32d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 9 2d.	1s. 4 1/8d.	1s. 4 1/4d.
70½	1·70½	1·70	1·70	1·70	1·69 3/4	1·69½	1·69 3/32d.	1s. 4 9/32d.
00	100	100 1/32	100 1/16.	100 1/16	100 1/16	100 1/32	1·69½	1·69½
R. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a	100 1/16	100
144 0 0	H. 144 0 0	H. 146 0 0	H. 145 8 0	H. 145 8 0	H. 145 8 0	H. 145 8 p.	Rs. a. p.	Rs. a. p.
197 0 0	S. 197 0 0	S. 198 8 0	S. 198 8 0	S. 198 8 0	S. 198 8 0	S. 198 8 0	H. 145 8 0	H. 145 0 0
147 8 0	J. 147 8 0	J. 147 8 0	J. 147 8 0	J. 147 8 0	J. 147 8 0	J. 147 8 0	S. 198 8 0	S. 198 0 0
24 0 6	24 0 9	24 1 6	24 1 6	24 1 6	24 3 0	24 3 0	J. 147 8 0	J. 148 8 0
15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	24 3 0	24 3 0
70 4 0 Rdy.	70 0 0 Rdy.	70 6 0 Rdy.	70 10 0 Rdy	71 2 0 Rdy.	70 14 0 Rdy.	70 14 0	15 0 0	15 0 0
70 4 0 Fwd.	70 0 0 Fwd.	70 4 0 Fwd.	70 10 0 Fwd.	70 10 0 Fwd.	70 8 0 Fwd.	70 10 0 Rdy	70 12 0 Rdy	70 10 0 Rdy.
						0 Fwd	70 6 0 Fwd	70 3 0 Fwd
5 per cent.	9 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	6 per ce nt.	6 per cent.	5 per cent.
"	7 "	7 "	7 "	7 "	7 "	6 "	5 "	4 "
"	7 "	7 "	7 "	6 "	6 "	6 "	5 "	3½ "
94 14 0	Rs. 94 7 0	Rs. 95 0 0	Rs. 95 0 0	Rs. 95 2 0	Rs. 95 1 0	Rs. 95 8	Rs. 95 1 0	Rs. 94 15 0
86 0 0	" 86 0 0	" 85 8 0	" 85 8 0	" 85 8 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 0 0
3 5 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 4 0	Rs. 3 3 6	Rs. 3 8 6	Rs. 3	Rs. 3 3 6	Rs. 3 3 6
4 1 6	" 4 0 6	" 4 0 6	" 4 0 6	" 4 0 0	" 4 0 0	" 4 3 6	" 4 0 0	" 4 0 0
9 to 9½	As. 8½ to 9½	As. 8 7/8 to 9½	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 8¾	As. 8½ to 8¾
8 to 8¾	" 7½ to 8¾	" 7 7/8 to 8¾	" 7½ to 8¼	" 7¼ to 8	" 7½ to 8	" 7½ to 8	" 7½ to 8	" 7½ to 8
63 0 0	Rs. 62 12 0	Rs. 62 12 0	Rs. 62 12 0	Rs. 62 12 0	Rs. 62 4 0	Rs. 62	Rs. 62 4 0	Rs. 62 8 0
50 0 0	" 50 0 0	" 49 12 0	" 49 8 0	" 49 8 0	" 49 12 0	" 50 4 0	" 50 0 0	" 49 8 0
36 to 37	" 36 to 37	" 36 to 37	" 35 to 36	" 35 to 36	" 35 to 36	" 35 to 36	" 34 to 36	" 35 to 36
36 to 37	" 36 to 37	" 36 to 37	" 35 to 36	" 35 to 36	" 35 to 36	" 36	" 34 to 35	" 35 to 36
60 to 62	" 58 to 60	" 57 to 58	" 57 to 58	" 57 to 58	" 57 to 58	" 57 to 58	" 57 to 58	" 56 to 57
.....	.....	.....	.....	.....	.....	.....	.....	.....
22 0 0 Fwd	" 22 0 0 Fwd	" 22 0 0 Rdy.	" 22 0 0 Rdy.	" 22 0 0 Fwd	" 22 0 0 Rdy.	" 22 0 0 Fwd	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
15 0 0 Rdy	" 15 4 0 Rdy	" 15 2 0 "	" 15 0 0 "	" 15 0 0 Rdy.	" 15 0 0 Rdy.	" 15 0	.....	.....
13 4 0 "	" 13 8 0 "	" 13 8 0 "	.....	" 13 4 0 "	" 13 0 0 "	" 13	.....	.....
14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 13 8 0 "	" 13	.....	.....
14 8 0 "	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s. 207 Ready.	Rs. 200 Ready.	Rs. 200 Ready.	Rs. 200 Ready.	Rs. 199 Ready.	.....	.....	.....	..... [1902
.....	.....	.....	.....	.....	.....	.....	.....	.....
" 172 "	" 167 "	.....	.....	" 164 "	Rs. 168	Rs. 170	Rs. 205 25th Mar.	Rs. 205 25th Mar.
.....	.....	.....	.....	.....	.....	Ready.	.....	.....
" 156 "	" 151 "	" 151 "	" 152 "	" 151 "	Rs. 155	" 157 "	Rs. 163 Ready.	" 166 Ready.
.....	.....	.....	.....	.....	.....	.....	.....	.....
" 166 "	" 158 "	" 158 "	" 159 "	" 157 "	" 165	" 168	Rs. 175	" 172 "
" 154 "	" 147 "	" 148 "	" 149 "	" 146 "	" 150	" 151 "	.....	.....
" 196 "	" 194 "	" 193 "	" 195 "	" 192 "	" 188	.....	.....	.....
" 176 "	" 175 "	" 177 "	" 180 "	" 178 "	" 172	.....	.....	.....
165 25 May	168 25th May.	" 171 "	Irregular.	" 170 "	.....	.....	.....	.....
156 Ready.	" 151 Ready.	" 151 "	" 150 Ready.	" 151 "	" 152	" 155 "	Rs. 160 Ready.	Rs. 161 Ready.
141 "	" 138 "	" 136 "	" 136 "	" 136 "	" 137	" 139 "	" 141 "	" 144 "
.....	.....	.....	.....	.....	.....	Ready.	.....	.....
" 197 "	" 192 "	" 196 "	" 195 "	" 192 "	" 193	" 195	" 197 "	" 200 "
" 186 "	" 190 "	" 196 "	" 197 "	" 190 "	" 192	" 194 "	" 194 "	" 192 "
" 9 4 0 Rdy.	" 9 6 0 Rdy.	" 9 6 0 Rdy.	" 9 4 0 Rdy.	" 9 6 0 Rdy.	" 9 6 0 Rdy.	Rs. 9 6	.....	.....
" 8 12 6 "	" 8 14 0 "	" 8 14 0 "	" 8 10 0 "	" 8 14 0 "	" 8 14 0 "	" 8 14	Rdy.	.....
" 9 6 0 "	" 9 14 0 "	" 9 15 0 "	" 9 12 0 "	" 9 11 0 "	" 9 9 0 "	" 9 8	0 "	.....
" 8 12 0 "	" 9 12 0 "	" 9 12 0 "	" 9 10 0 "	" 9 8 0 "	" 9 7 0 "	" 9 4	6 "	Rs. 9 6 0 Rdy.
" 7 13 0 "	" 8 4 0 "	" 8 0 0 "	" 8 2 0 "	" 8 0 0 "	" 8 0 0 "		6 "	" 9 3 0 "
" 6 6 0 "	" 6 13 8 "	" 6 11 3 "	" 6 9 6 "	" 6 8 0 "	" 6 11 0 "	" 6 9	6 "	" 7 14 0 "
" 7 6 6 "	" 7 12 0 "	" 7 9 0 "	" 7 8 0 "	" 7 7 0 "	" 7 6 0 "	" 7 6	6 "	" 6 8 0 "
" 7 16 0 "	" 8 6 0 "	" 8 10 0 "	" 8 10 0 "	" 8 7 0 "	" 8 9 0 "	" 8 7	6 "	" 7 6 0 "
" 7 8 0 "	" 7 1 6 "	" 7 6 0 "	" 7 15 0 "	" 7 6 0 "	" 7 6 0 "		6 "	" 8 8 0 "
" 6 11 0 "	" 6 13 6 "	" 6 11 6 "	" 6 11 0 "	" 6 9 6 "	" 6 9 0 "	" 6 9	6 "	.....
" 4 10 0 "	" 4 13 0 "	" 4 14 0 "	" 4 13 0 "	" 4 14 0 "	" 4 15 0 "	" 4 15	0 "	" 6 11 6 "
" 4 6 6 May.	" 4 11 0 "	" 4 12 0 "	" 4 11 0 "	" 4 11 0 "	" 4 12 0 "	" 4 12	0 "	" 5 0 0 "
" 4 7 6 Rdy.	" 4 9 9 "	" 4 13 6 "	.....	" 4 11 0 "	" 4 10 0 "	" 4 9	0 "	.....
.....	.....	.....	.....	.....	.....	.....	.....	" 4 9 0 "
" 4 11 0 "	" 4 12 0 "	" 4 11 6 "	" 4 10 6 "	" 4 11 0 "	" 4 11 0 "	Rs. 4 9	.....	.....
" 4 10 0 "	" 4 9 0 "	" 4 8 6 "	" 4 7 6 "	" 4 7 0 "	" 4 7 0 "	" 4 6	6 "	Rs. 4 10 0 "
.....	.....	.....	.....	.....	.....	.....	0 "	" 4 6 0 "
s. 1,300	Rs. 1,310	Rs. 1,320	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,310	.....	.....
" 1,225	" 1,210	" 1,220	" 1,240	" 1,250	" 1,255	" 1,255	Rs. 1,325	Rs. 1,310
							" 1,275	" 1,275
Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16 0	0 14 0	0 14 0	0 14 0	0 14 0	0 15 0	0 17 6	0 17 0	.....
14 6	0 14 0	0 14 0	0 14 0	0 14 0	0 15 0	0 17 0	0 17 0	0 17 6
1 0	1 1 0	1 1 0	1 1 0	1 3 0	1 4 6	1 4 6	1 4 6	0 15 0
15 0	0 15 0	0 15 0	0 15 0	0 14 6	0 16 0	0 19 0	1 1 0	.....
17 0	0 17 0	0 16 0	0 15 0	0 16 0	0 17 0	.....	.....	.....
17 0	0 17 0	0 16 0	0 15 0	0 16 0	0 17 0	.....	.....	.....
14 6	0 13 6	0 13 0	0 13 6	0 13 6	0 15 0	.....	.....	.....
14 6	0 13 6	0 13 0	0 13 6	0 13 6	0 15 6	.....	.....	.....
14 6	0 13 6	0 14 0	0 14 6	0 14 0	0 15 6	.....	.....	0 18 6
14 6	0 13 6	0 14 0	0 14 6	0 14 0	0 15 6	.....	.....	0 18 0
14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 14 to 18	Rs. 1 to 18
17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

Weekly Current Quotations as Estimated by the Committee of the C

QUOTATIONS.	Week ending 5th July.	Week ending 12th July.	Week ending 19th July.	Week ending 26th July.	Week ending 2nd August.	Week ending 9th August.	Week ending 16th August.	Week ending 23rd August.	Week ending 30th August.	Week ending 5th September.	Week ending 12th September.	Week ending 18th September.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
" " Sight	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 23/32d.	1s. 3 23/32d.	1s. 3 15/16d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.
" " ... 3 m'ths' "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First-class Credits ... ... 3 " "	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.
" ... ... 6 " "	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 4/32d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 9/32d.
Documents ... ... 3 " "	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
" ... ... 6 " "	1s. 4 ¼d.	1s. 4 ¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4 9/32d.	1s. 4¼d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 5/16d.
Paris Francs Mercantile Bills ... 3 " "	1·69¼	1·69	1·68¾	1·68¾	1·69	1·69	1·69¼	1·69¾	1·69¾	1·69¾	1·69¾	1·69¾
On Calcutta Bank Telegraphic Transfer ...	100 1/32	100 1/16	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32
On China Mercantile Bills 30 days' Sight. { per 100 Dollars. / " 100 Taels... / " 100 Yens...	Rs. a. p. H. 145 0 0 S. 193 0 0 J. 148 8 0	Rs. a. p. H. 144 0 0 S. 197 0 0 J. 148 12 0	Rs. a. p. H. 143 0 0 S. 195 0 0 J. 148 8 0	Rs. a. p. H. 143 0 0 S. 195 0 0 J. 149 0 0	Rs. a. p. H. 144 0 0 S. 195 0 0 J. 149 0 0	Rs. a. p. H. 144 0 0 S. 195 0 0 J. 149 0 0	Rs. a. p. H. 143 0 0 S. 194 0 0 J. 149 0 0	Rs. a. p. H. 144 8 0 S. 195 8 0 J. 148 8 0	Rs. a. p. H. 143 8 0 S. 194 8 0 J. 148 8 0	Rs. a. p. H. 143 8 0 S. 194 0 0 J. 149 0 0	Rs. a. p. H. 143½ S. 194 J. 148½	Rs. a. p. H. 144 0 0 S. 195 0 0 J. 149 0 0
English Bar Gold, 400 touch (per tola)... ...	24 2 0	24 3 0	24 3 0	24 3 0	24 4 0	24 3 6	24 3 0	24 2 6	24 2 6	24 2 0	24 2 6	24 2 0
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	69 6 0Rdy. 69 4 0Fwd.	69 2 0Rdy. 69 2 0Fwd.	69 0 0Rdy. 68 14 0Fwd.	69 6 0 Rdy 69 6 0Fwd	69 3 0 Rdy 69 3 0 Fwd	69 4 0Rdy 69 4 0Fwd	68 14 0 Rdy 68 14 0 Fwd	68 14 0 Rdy 68 14 0 Fwd	68 14 0 Rdy 69 2 0 Fwd	69 0 0 Rdy. 69 2 0 Fwd	63 12 0 Rdy 63 14 0 Fwd	68 12 0Rdy 63 14 0Fwd
RATES OF DISCOUNT.												
Bank Rate of Discount on Private Bills 60 days' Sight	4 per cent.	4 per cent.	4 per cent.	3 per cent.	3 per cent.	3 per cent.	4 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.
Bank Rate of Interest on Demand Loans on Government Securities...	4 "	4 "	3 "	3 "	3 "	3 "	3 "	4 "	4 "	4 "	4 "	4 "
Rate of Interest in the open Market on Government Paper	3 "	3 "	3 "	2 "	2 "	2 "	2 "	3½ "	4¼ "	4 "	4 "	4 "
GOVERNMENT SECURITIES.												
Three-and-a-half per cents.	Rs. 94 15 0	Rs. 95 4 0	Rs. 95 14 0	Rs. 96 4 0	Rs. 96 9 0	Rs. 97 1 0	Rs. 97 7 0	Rs. 97 3 0	Rs. 96 11 0	Rs. 93 14 0	Rs. 96 10 0	Rs. 96 11 0
Three per cents.	" 84 0 0	" 84 0 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 8 0	" 85 8 0	" 85 8 0	" 85 0 0	" 85 0 0	" 85 0 0	" 85 0 0
IMPORTS.												
PIECE GOODS—												
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece).	Rs. 3 3 6	Rs. 3 3 6	Rs. 3 3 6	Rs. 3 3 6	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 2 6	Rs. 3 2 6
8lbs. 38 in. 37½ to 38 yds. " " "	" 4 0 0	" 4 0 0	" 4 0 0	" 4 0 0	" 3 15 6	" 3 15 6	" 3 15 6	" 3 15 6	" 3 15 6	" 3 15 6	" 3 15 0	" 3 15 0
No. 40s Mule Twist (per lb.)	As. 8½ to 8¼	As. 8¼ to 8¼	As. 8¼ to 8¼	As. 8¼ to 8 1/2	As. 8½ to 8¼	As. 8½ to 8¼	As. 8½ to 8¼	As. 8½ to 8¼	As. 8½ to 8¼	As. 8½ to 8¼	As. 8¼ to 8¼	As. 8¼ to 8½
No. 30s Water " "	" 7¾ to 8¼	" 8 to 8 3/4	" 8 to 8¼	" 8 to 8 3/4	" 8 to 8¼	" 8 to 8¼	" 8 to 8¼	" 8 to 8¼	" 8 to 8¼	" 8 to 8¼	" 8 to 8¼	" 8 to 8½
Copper Braziers (in bundles) per cwt.	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0	Rs. 62 0 0
Yellow Metal " "	" 49 12 0	" 49 12 0	" 49 12 0	" 49 12 0	" 49 14 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 50 0 0	" 51 0 0
Belgian No. 2 Bar Iron (per candy of 746¼ lbs).	" 34 to 35	" 34 to 35	" 34 to 35	" 34 to 35	" 33 to 34	" 36 0 0	" 34 to 35	" 34 to 35	" 35 to 36	" 35 to 36	" 35 to 36	" 35 to 36
Basic Steel " " ...	" 34 to 35	" 34 to 35	" 34 to 35	" 34 to 35	" 33 to 34	" 36 0 0	" 34 to 35	" 34 to 35	" 35 to 36	" 35 to 36	" 35 to 36	" 35 to 36
Swedish Bar Iron " " ...	" 56 to 57	" 56 to 57	" 57 to 58	" 56 to 57	" 55 to 56	" 62 0 0	" 56 to	" 56 to 57	" 56 to 57	" 57 to 58	" 57 to 58	" 57 to 58
Davison's West Hartley Coal (per ton) alongside	.....	.....	.....	.....	.....	.....	.....	" 23 0 0Fwd	.....	.....	.....	.....
Cardiff Coal " " ...	.....	.....	.....	.....	.....	.....	.....	" 10 0 0 Rdy	.....	.....	.....	.....
Japan " " ...	.....	.....	" 10 8 0 Rdy.	.....	.....	.....	.....	" 14 10 0 "	.....	.....	.....	" 11 0 0 Rdy
Desharghur (Bengal) " " ...	" 14 12 0 Rdy.	" 14 6 0 Rdy.	" 14 12 0 "	" 14 12 0 Rdy.	" 14 8 0 Rdy.	" 14 12 0	" 14 10 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 8 0 Rdy.	" 14 8 0
Muir's Navigation " " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jardine's " " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seebpore " " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 14 4 0 "
Singarmi " Rail Dly.	.....	.....	" 13 12 0 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
EXPORTS.												
Cotton (Full-pressed; per candy of 784 lbs.)—												
Broach ... ... Fine ...	.....	Rs. 215, 25th March 1902.	Rs. 215, 25th March 1902.	Rs. 210, 25th March 1902.	.....	Rs. 209, 15th to 25th March 1902.	Rs. 207, 25th March 1902.	Rs. 214, 25th March 1902.	.....	Rs. 213, 15th to 25th March 1902.	Rs. 213, 15th to 25th March 1902.	Rs. 217, 15th to 25th March 19
Do. ... ... Good...	Rs. 206, 25th March 1902.	" 205, 25th March 1902.	" 25th March 1902.	" 204, 25th March 1902.	Rs. 206, 25th March 1902.	Rs. 205, 15th to 25th March 1902.	" 204 "	Rs. 210, 25th March 1902.	Rs. 214, 15th to 25th March 1902.	" 209, Do.	" 210 do.	" 214 "
Comrawuttee, Good Staple ... ... F. G. ...	.....	" 175 Ready.	" 175 Ready.	" 173 Ready.	Rs. 175 Ready.	Rs. 177 Ready.	" 180 Ready	" 190, 25th Jan. 1902.	.....	" 189 Jan. Feb. 1902.	" 187, Jan.-Feb. 1902.	" 190 Jan.-Feb 190
" " ... ... Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Khandeish ... ... F. G....	" 164 Ready.	" 160 "	" 164 "	" 160 "	" 164 "	" 166 "	" 170 "	" 173 Ready.	" 177 Ready.	" 174 Ready.	" 173 Ready.	" 177, 15th to 2 [J
" ... ... Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eclatee (Ginned) ... ... Fine ...	" 170 "	" 170 "	" 172 "	" 169 "	" 172 "	" 176 "	" 178 "	" 183 "	" 182 "	" 180 "	" 180 "	" 183 Jan. 19
" ... ... F. G....	.....	.....	" 162 "	" 160 "	" 164 "	" 165 "	" 172 "	" 175, 25th Jan. [1902	" 177 "	" 172 "	" 173 "	" 176 "
Bhowulgger ... ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 200 Mar. April [1902.	.....	.....
" ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 190 do.	.....	.....
" ... ... Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 183, 15 to 25th May 1902.	.....	.....
Bengals ... ... Fine ...	" 160 Ready.	.....	.....	.....	" 162 "	" 162 "	" 160 "	" 179 Fwd. [1902.	" 167 "	" 165 Ready.	" 167 "	" 168 Rdy.
" ... ... F. G....	" 138 "	" 165, 25th Jan. 1902.	" 166, 25th Jan. 1902.	" 164 25th Jan. 1902.	" 142 "	" 142 "	" 144 "	" 169, 25th Jan.	" 155 "	" 153 "	" 154 "	" 156 "
" ... ... Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dharwar (S. G.) ... ... Good...	" 200 "	" 200 Ready.	" 200 Rdy.	" 200 Ready.	" 187 "	" 187 "	" 188 "	.....	" 191 "	.....	.....	.....
Westerns ... ... Good...	" 194 "	" 190 "	" 186 "	" 186 "	" 8-8.6 Dec.-Jan	" 8-8-9Nov.-Dec.	" 8-12-6 Dec.Jan	" 8-13-6 Dec.-Jan	" 8-13-6Dec.Jan.	" 8-12-0 Dec.Jan	" 8-13-6 Dec.Jan.	" 9-2-6 Dec.-Ja
Gingellyseed, White ... ... (per cwt.) ...	.....	.....	.....	.....	" 7-15-0 " "	" 7-15-0 " "	" 8 1 0 Dec.	" 8-0-6 " "	" 8-2-3 " "	" 8-0-0 dc.	" 8-2-6 do.	" 8 7 6 "
" Mixed ... ... " ...	.....	.....	.....	.....	" 10 7 0 Rdc.	" 10-9-0 Rdy.	" 10 15 0 Rdy.	" 10 14 0 Rdy.	" 10 13 0 Rdy.	" 10 7 0 Rdy.	" 10 5 0 Rdy.	" 10 6 0 R
Linseed, Bold ... ... " ...	" 9 15 0 Rdy.	" 9 14 0 "	" 9 6 0 "	" 10 8 0 Rdy.	" 10 3 0 "	" 10-6-0 "	" 10 12 0 "	" 10 10 0 "	" 10 10 0 "	" 10 3 0 "	" 9 13 0 "	" 9 13 0 "
" Small Seed ... ... " ...	" 9 11 0 "	" 9 11 0 "	" 9 1 0 "	" 10 4 0 "	.....	.....	" 8 0 0 "	" 7 11 6 "	" 7 12 0 "	" 7 11 6 "	" 7 7 0 "	" 7 12 0 "
Rapeseed, Guzerat Yellow ... " ...	" 8 0 0 "	" 7 14 0 "	" 8 0 0 "	" 8 0 0 "	.....	.....	.....	.....	.....	.....	.....	.....
" Brown Delhi ... " ...	" 6 8 6 "	" 6 11 0 "	" 7 0 0 "	" 6 15 0 "	" 6 15 0 "	" 6 15 0 "	" 7 1 0 "	" 6 15 6 "	" 6 15 0 "	" 6 14 0 "	" 6 14 0 "	" 6 14 0 "
" Yellow Cawnpore ... " ...	" 7 4 0 "	" 7 6 0 "	" 7 8 0 "	" 7 8 0 "	" 7 8 0 "	" 7 7 0 "	" 7 8 0 "	" 7 7 0 "	" 7 7 0 "	" 7 6 0 "	" 7 6 0 "	" 6 14 0 "
Poppyseed ... ... " ...	" 8 11 0 "	" 8 12 0 "	" 9 0 0 "	" 9 0 0 "	" 9 1 0 "	" 9 5 0 "	" 9 8 0 "	" 9 6 6 "	" 9 5 0 "	" 9 2 0 "	" 9 2 0 "	" 9 1 0 "
Groundnuts ... ... " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 7-5-0 Jan.Feb
Castorseed, Ordinary Quality F. A. " ...	" 6 14 6 "	" 6 14 0 "	" 6 12 6 "	" 6 12 0 "	" 6 15 6 "	" 6 14 6 "	" 6 12 0 "	" 6 12 6 "	" 6 12 6 "	" 6 13 6 "	" 6 13 6 Rdy.	" 7-8-0 Jan.-F
Wheat, White Pessy 85 per cent. " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 6 14 3 R
" Jabalpur Pessy ... " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Ahmedabad (Soft Red) " ...	" 4 10 0 "	Rs. 4 10 0 "	Rs. 4 10 0 "	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Hard Yellow 63 per cent. " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Delhi, No. 1, White Pessy " ...	Rs. 4 13 0 "	" 4 11 6 "	" 4 12 3 "	Rs. 4 12 3 "	Rs. 4 12 0 "	Rs. 4 10 6 "	Rs. 4 10 0 "	" 4 9 0 "	Rs. 4 9 0 "	Rs. 4 9 0 "	Rs. 4 9 0 "	Rs. 4 14 0 "
" " Red ... ... " ...	" 4 11 0 "	" 4 9 6 "	" 4 10 3 "	" 4 10 3 "	" 4 10 0 "	" 4 8 6 "	" 4 8 0 "	" 4 7 0 "	" 4 7 0 "	" 4 7 0 "	" 4 10 0 "	" 4 13 0 "
" Hard Red Khatha 75 per cent. " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Nagpore Khathi ... " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old	Rs. 1,315	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,310	Rs. 1,300	Rs. 1,330	Rs. 1,310	Rs. 1,325	Rs. 1,330
" " " New	" 1,255	" 1,260	" 1,275	" 1,270	" 1,265	" 1,275	" 1,275	" 1,270	" 1,290	" 1,275	1,300	" 1,300
FREIGHTS.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.	(Ready.) £ s. d.
Liverpool—Cotton (per ton of 40 feet)... ...	0 15 6	0 16 0	0 15 0	0 14 0	0 13 0	0 14 0	0 15 0	0 15 0	0 14 6	0 15 0	0 13 6	0 12 6
" Seeds and Wheat	0 15 6	0 15 6	0 15 0	0 14 0	0 13 0	0 14 0	0 15 0	0 15 0	0 14 6	0 15 0	0 13 6	0 12 6
London—Measurement cargo (P. & O.)....	0 17 6	1 2 6	1 2 6	1 2 6	1 1 0	0 15 0	1 2 6	1 2 6	1 2 6	1 2 6	1 2 6	1 2 6
" Seeds and Wheat "	0 15 6	0 16 0	0 14 6	1 2 6	1 2 6	0 15 0	1 2 6	0 15 6	0 15 0	0 14 6	0 14 6	0 13 6
Trieste & Venice—Measurement cargo....	.....	.....	.....	0 14 6	0 14 0	.....	0 15 6	.....	.....	.....	0 14 0	.....
" " Seeds and Wheat ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marseilles—Measurement cargo	0 14 9	.....	.....	.....	.....	0 15 0	.....	0 14 6	0 14 6	0 14 0	Nominal.	0 10 0
" Seeds and Wheat	0 14 9	.....	.....	.....	.....	0 15 0	.....	0 14 6	0 14 6	0 14 0	do.	0 10 0
Genoa—Measurement cargo	0 14 9	0 15 0	.....	.....	0 12 6	0 15 0	.....	0 14 6	0 14 6	0 13 0	do.	0 12 0
" Seeds and Wheat	0 14 9	0 15 0	.....	.....	0 12 6	0 15 0	.....	0 14 6	0 14 6	0 13 0	do.	0 12 0
China Steamer (P. & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " "	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. Hongkong. S. Sh

Nine days ending 27th September.	Week ending 4th October.	Week ending 11th October.	Week ending 18th October.	Week ending 25th October.	Week ending 1st November.	Week ending 8th November.	Week ending 15th November.	Week ending 22nd November.	Week ending 29th November.	Week ending 6th December.	Week ending 13th December.	Week ending 20th December.	Week ending 27th December.
Ready. 1s. 3 31/32d. 1s. 3 31/32d. ..... 1s. 4 5/32d. 1s. 4 5/16d. 1s. 4 3/16d. 1s. 4 11/32d. 1·69⅜ 100 1/16 Rs. a. p. H. 143 8 0 S. 195 0 0 J. 148 8 0 24 2 0 15 0 0 68 6 0 Rdy 68 8 0 Fwd	Ready. 1s. 3 31/32d. 1s. 4d. ..... 1s. 4 5/32d. 1s. 4 9/32d. 1s. 4 3/16d. 1s. 4 5/16d. 1·69⅜ 100 1/16 Rs. a. p. H. 143 0 0 S. 194 0 0 J. 148 0 0 24 2 0 15 0 0 68 2 0 Rdy 68 6 0 Fwd	Ready. 1s. 3 31/32d. 1s. 3 31/32d. ..... 1s. 4 1/8d. 1s. 4 9/32d. 1s. 4 5/32d. 1s. 4 5/16d. 1·69⅜ 100 1/16 Rs. a. p. H. 143 0 0 S. 197 8 0 J. 148 8 0 24 2 0 15 0 0 67 6 0 Rdy 67 8 0 Fwd	Ready. 1s. 3 31/32d. 1s. 4d. ..... 1s. 4 5/32d. 1s. 4 3/16d. ..... 1·69⅜ 100 1/32 Rs. a. p. H. 142 0 0 S. 192 8 0 J. 149 0 0 24 2 0 15 0 0 67 10 0 Rdy 67 12 0 Fwd	Ready. 1s. 4d. 1s. 4d. ..... 1s. 4 7/32d. 1s. 4 11/32d. 1s. 4¼d. 1·70 100 Rs. a. p. H. 142 0 0 S. 192 0 0 J. 148 8 0 24 2 0 15 0 0 67 4 0 Rdy. 67 6 0 Fwd.	Ready. 1s. 4d. 1s. 4d. ..... 1s. 4 1/4d. 1s. 4 3/8d. 1s. 4 9/32d. 1s. 4 13/32d. 1·70⅝ 100 Rs. a. p. H. 142 0 0 S. 192 0 0 J. 148 8 0 24 1 6 15 0 0 67 6 0 Rdy 67 8 0 Fwd	Ready. 1s. 4d. 1s. 4d. ..... 1s. 4 7/32d. 1s. 4 3/8d. 1s. 4 13/32d. 1·70⅝ 100 Rs. a. p. H. 141 0 0 S. 191 0 0 J. 148 0 0 24 1 6 15 0 0 67 4 0 Rdy 67 6 0 Fwd	Ready. 1s. 3 31/32d. 1s. 4d. ..... 1s. 4 7/32d. 1s. 4 3/8d. 1s. 4 13/32d. 1·70⅝ 100 Rs. a. p. H. 140 8 0 S. 190 8 0 J. 148 8 0 24 2 0 15 0 0 66 10 0 Rdy 66 12 0 Fwd	Ready. 1s. 3 31/32d. 1s. 4d. ..... 1s. 4 7/32d. 1s. 4 9/8d. 1s. 4 ¼d. 1s. 4 13/32d. 1·70⅝ 100 Rs. a. p. H. 138 0 0 S. 188 0 0 J. 148 8 0 24 2 0 15 0 0 66 8 0Rdy 66 10 0Fwd	Ready. 1s. 3 31/32d. 1s. 3 31/32d. ..... 1s. 4 7/32d. 1s. 4 11/32d. 1s. 4 ¼d. 1s. 4 3/8d. 1·70⅝ 100 Rs. a. p. H. 135 0 0 S. 181 8 0 J. 148 8 0 24 2 0 15 0 0 65 4 0 Rdy 65 2 0 Fwd	Ready. 1s. 3 31/32d. 1s. 4d. ..... 1s. 4 7/32d. 1s. 4 3/8d. 1s. 4¼d. 1s. 4 13/32d. 1·70⅝ 100 Rs. a. p. H. 135 8 0 S. 182 8 0 J. 148 8 0 24 1 6 15 0 0 65 2 0 Rdy 65 4 0 Fwd	Ready. 1s. 4d. 1s. 4 1/32d. ..... 1s. 4⅞d. 1s. 4⅜d. 1s. 4 9/32d. 1s. 4 13/32d. 1·70⅝ 100 Rs. a. p. H. 136 0 0 S. 184 0 0 J. 148 8 0 24 1 6 15 0 0 65 6 0Rdy. 65 4 0Fwd.
5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	7 per cent.
4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	5 „
4 „	3¾ „	4 „	4 „	4 „	4 „	4 „	3 „	3 „	3 „	3 „	3 „	3 „	5 „
Rs. 96 7 0 „ 84 8 0	Rs. 96 1 0 „ 84 8 0	Rs. 95 6 0 „ 84 8 0	Rs. 95 11 0 „ 84 8 0	Rs. 95 9 0 „ 84 8 0	Rs. 95 9 0 „ 84 8 0	Rs. 95 9 0 „ 84 0 0	Rs. 95 6 0 „ 84 0 0	Rs. 95 2 0 „ 84 0 0	Rs. 95 0 0 „ 84 0 0	Rs. 95 12 0 „ 84 0 0	Rs. 95 9 0 „ 84 0 0	Rs. 95 13 0 „ 84 0 0	Rs. 95 12 0 „ 84 0 0
Rs. 3 2 6 „ 3 15 0 As. 8¼ to 8¾ „ 8 to 8¼ Rs. 62 0 0 „ 51 0 0 „ 35 0 0 „ 35 0 0 „ 57 to 58 .... „ 14 4 0 Rdy.	Rs. 3 2 6 „ 3 15 0 As. 8¼ to 8¾ „ 8 to 8¼ Rs. 62 0 0 „ 50 12 0 „ 35 0 0 „ 35 0 0 „ 57 to 58 ..... „ 23 0 0 Rdy. „ 8 0 0 „ „ 14 4 0 „	Rs. 3 2 6 „ 3 15 0 As. 8¼ to 8¾ „ 8 to 8¼ Rs. 62 0 0 „ 50 12 0 „ 35 0 0 „ 35 0 0 „ 56-0-0 to 57 ..... „ 19 12 0 Rdy. „ 8 0 0 „ „ 14 4 0 „	Rs. 3 2 0 „ 3 14 6 As. 7½ to 8¼ „ 7½ to 8¼ Rs. 62 8 0 „ 50 12 0 „ 34 to 35 „ 34 to 35 „ 57 to 58 .... „ 14 8 0 Rdy.	Rs. 3 2 0 „ 3 14 6 As. 7 7/8 to 8 „ 7½ to 8¼ Rs. 62 4 0 „ 50 8 0 „ 34 8 0 „ 34 8 0 „ 57 0 0 .... „ 14 8 0 Rdy.	Rs. 3 2 0 „ 3 14 6 As. 7½ to 8¼ „ 7½ to 8¼ Rs. 60 0 0 „ 50 12 0 „ 33 to 34 „ 33 to 34 „ 57 to 58 ..... „ 21 0 0 Rdy ..... „ 14 8 0 „	Rs. 3 2 0 „ 3 14 6 As. 7½ to 8¼ „ 7½ to 8¼ Rs. 63 0 0 „ 50 12 0 „ 33 to 34 „ 33 to 34 „ 57 to 58 .... Rs. 14 8 0 Rdy.	Rs. 3 2 0 „ 3 14 0 As. 7½ to 8¼ „ 7½ to 8¼ Rs. 63 0 0 „ 50 12 0 „ 33 0 0 „ 33 0 0 „ 56 to 57 .... „ 14 8 0 Rdy.	Rs. 3 2 0 „ 3 14 0 As. 7½ to 8 „ 7⅜ to 8 Rs. 64 0 0 „ 50 12 0 „ 33 0 0 „ 33 0 0 „ 56 0 0 ..... „ 20 8 0 Rdy. ..... „ 14 4 0 Rdy.	Rs. 3 2 0 „ 3 14 0 As. 7½ to 8 „ 7⅜ to 8 Rs. 63 12 0 „ 50 12 0 „ 33 0 0 „ 33 0 0 „ 55 0 0 ..... „ 19 8 0 ..... „ 14 4 0 Rdy.	Rs. 3 2 0 „ 3 14 0 As. 7½ to 8 „ 7⅜ to 8 Rs. 63 12 0 „ 50 8 0 „ 33 0 0 „ 33 0 0 „ 55 0 0 „ 16 12 0 Rdy. „ 19 8 0 „ ..... „ 14 8 0 „ ..... „ 14 4 0 „ „ 13 0 0 „ ..... „ 13 4 0 „ „ 14 0 0 „	Rs. 3 2 0 „ 3 14 0 As. 7½ to 8¼ „ 7½ to 8¼ Rs. 63 0 0 Nil. „ 50 0 0 „ „ 33 0 0 „ 33 0 0 „ 54 0 0 „ 16 4 0 Fwd. „ 19 8 0 Rdy. ..... „ 14 8 0 „ ..... „ 14 4 0 „ „ 13 0 0 „ „ 13 4 0 „ „ 14 0 0 „	Rs. 3 2 0 „ 3 14 0 As. 7½ to 8¼ „ 7½ to 8¼ Rs.61-8-0 to 62-0-0 „ 49 8 0 „ 33 0 0 „ 33 0 0 „ 52 8 0 ..... „ 18 8 0 Fwd. ..... „ 14 4 0Rdy. „ 12 0 0 „ „ 12 8 0 „ ....
Rs. 215, 15th to 25th March 1902 „ 213, do. „ 190 Jan. Feb. 1902. ..... „ 176 Jan. 1902. ..... „ 183 Jan. 1902. „ 175 do. .... „ 167 Ready. „ 156 „ .... „ 190 Ready „ 8 14 6 Dec. Jn „ 8 4 0 „10 3 0 Rdy. „ 9 12 0 „ „ 7 12 6 „ „ 6 13 0 „ „ 7 4 0 „ „ 8 12 6 „ „ 9 8 3 Jn.Fb „ 6 12 6 Rdy. .... Rs. 4 12 0 „ „ 4 11 0 „ .... Rs. 1340 „ 1,310 (Ready.) £ s. d. 0 12 0 0 12 0 1 2 6 0 13 9 .... 0 11 0 0 11 0 0 11 0 0 11 0 Rs. 14 to Rs. 18 „ 17	Rs. 220, 15th to 25th March 1902 „ 217, „ „ 195 Jan.-Feb. 1902. ..... „ 180, 15 to 25th [Jan. „ 190 Jan. 1902 „ 180 „ .... „ 180 Jan. 1902 „ 172 „ .... „ 8-14-6 Dec.Jan. „ 8-11-9 „ „10 3 0 Rdy. „ 9 14 0 „ „ 7 10 0 „ ..... „ 6 10 6 „ „ 6 15 0 „ „ 8 14 0 „ „ 7-9-0 Jan.-Feb. „ 6 12 6 Rdy. .... „ 4 11 0 „ .... Rs. 1,350 „ 1,325 (Ready.) £ s. d. 0 12 0 0 12 0 1 2 6 0 12 0 0 13 0 0 13 0 0 11 6 0 11 6 Rs. 14 to Rs. 18 „ 17	Rs. 224 15th to 25th Mar. 1902. „ 219 „ „ „ 204, Jan. 1902 ..... „ 189, 15th Jan. .... „ 175 Rdy. „ 162 „ .... „ 9-1-0 Dec.-Jan „ 8-7-0 „ „ „ 10 2 0 Rdy. „ 9 11 0 „ „ 7 10 0 „ ..... „ 6 10 6 „ „ 6 15 0 „ „ 8 12 6 „ „ 7-9-0 Jan.-Feb. „ 6-12-6 „ Rdy. .... „ 4 9 0 „ .... Rs. 1,365 „ 1,330 (Ready.) £ s. d. 0 12 0 0 12 0 1 2 6 0 11 6 0 13 0 0 13 0 0 11 6 0 11 6 Rs. 14 to Rs. 18 „ 17	Rs. 220, 15th to 25th March 1902. „ 216, do. ..... „ 185, 15 to 25th [Jan.1902 .... „ 182, Dec.-Jan. „ 173, „ .... „ 9 6 6 Rdy. „ 8-6-0 Dec.-Jan. „ 10 2 0 Rdy. „ 9 13 0 „ „ 7 10 0 „ ..... „ 6 13 6 „ „ 7 2 0 „ „ 8 14 9 „ „ 7-9-0 Jan. Feb. „ 6 12 0 Rdy. .... Rs. 5-1-0 Apl. May .... Rs. 1,375 „ 1,350 (Ready.) £ s. d. 0 12 0 0 12 0 1 2 6 0 11 6 0 12 0 0 11 0 0 11 0 0 12 0 Rs. 14 to Rs. 18 „ 17	Rs. 215, 25th Mar. 1902. „ 211, 15th to 25th Mar. 1902. „ 195, January 1902. ..... „ 181, December ..... „ 190, „ „ 178, Dec.-Jan. .... „ 175, Jan. 1902 „ 165 „ ..... „ 204, Apl.-May. ..... „ 9-0-6 Dec.-Jan „ 8 7 0 „ „ 10 3 0 Rdy. „ 9 13 0 „ „ 7 10 0 „ ..... „ 6 12 0 „ „ 7 0 0 „ „ 9 0 0 „ „ 7-8-6 Jan.-Feb. „ 6 9 6 Rdy. .... Rs. 5-0-0 Apl.Mar. .... Rs. 1,375 „ 1,350 (Ready.) £ s. d. 0 11 6 0 11 6 1 0 0 0 11 6 0 11 0 0 11 0 0 10 6 0 10 6 0 10 6 0 10 6 Rs. 14 to Rs. 18 „ 17	Rs. 212, Mar. 1902 „ 209, 15th to 25th 1902. „ 192, Jan. 1902 ..... „ 174, Jan. 1902 ..... „ 185, Dec. .... „ 172, Dec.-Jan. [January 1902 „ 165, 15 to 25th ..... „ 200, Apl.-May „ 188 „ „ 8 13 6 Dec.-Jan „ 8 7 0 „ „ 10 4 0 Rdy. „ 9 14 0 „ „ 7 12 0 „ ..... „ 6 9 0 „ „ 6 14 0 „ „ 7-7-6 Jan.-Feb „ 6 7 0 Rdy. .... Rs. 4-15-0 Apl.-My .... Rs. 1,375 „ 1,350 (Ready.) £ s. d. 0 12 0 0 12 0 1 1 0 0 13 0 0 13 0 0 13 0 0 12 0 0 12 0 0 12 0 0 12 0 Rs. 14 to Rs. 18 „ 17	Rs. 207, Mar. 1902 „ 204, 15th to 25th Mar. 1902 „ 185, Dec.-Jan. ..... „ 170 Jan. 1902 ..... „ 179 Dec. .... „ 167, Dec. [25th Jan. 1902 „ 162 15th to ..... „ 196, Apl.-May „ 186 „ „ 8 13 0 Rdy „ 8 7 0 „ „ 10 1 0 „ „ 9 13 0 „ „ 7 12 0 „ ..... „ 6 7 0 „ „ 6 14 0 „ „ 8 13 0 „ „ 7-5-6 Feb.-Mr „ 6 5 0 Rdy. .... Rs. 4-15-0 Apl.My .... Rs. 1,350 „ 1,320 (Ready.) £ s. d. 0 12 9 0 12 9 1 2 6 0 14 6 .... 0 12 9 0 12 9 .... Rs. 14 to Rs. 18 „ 17	Rs. 210, Mar. 1902 Rs. 206 15th to 25th Mar. 1902. „ 183, Dec.-Jan. ..... „ 171 Jan. 1902 ..... „ 183 Dec. .... „ 170, Dec. „ 163 „ ..... „ 195 May. „ 185 „ „ 9 8 0 Rdy. „ 8 8 0 „ „ 10 5 0 „ „ 10 0 0 „ „ 7-11-0 Apl.-May ..... „ 6 10 6 Rdy. „ 6 14 0 „ „ 8 14 6 „ „ 7 7 6 Fwd „ 6 4 0 Rdy. .... Rs. 4-15-0 Apl.My .... Rs. 1,350 „ 1,325 (Ready.) £ s. d. 0 13 6 0 13 6 1 2 6 0 15 6 0 15 0 0 14 0 0 13 6 0 13 6 .... Rs. 14 to Rs. 18 „ 17	Rs. 205, Mar. 1902 „ 204, 15th to 25th Mar. 1902 „ 186, Jan. 1902. ..... „ 169 Dec.-Jan. ..... „ 177, Dec. .... „ 165 Dec. ..... „ 160, 15th to 25th Jan. 1902. „ 190, Apl.-May „ 180 „ „ 9 4 0 Rdy. „ 8 10 0 Jan. „ 10 5 0 Rdy. „ 10 3 0 „ „ 7-8-0 May. ..... „ 6 7 0 Rdy. „ 6 12 0 „ „ 8 11 0 „ „ 7 8 0 March „ 6 4 0 Rdy. .... Rs. 4-15-0 May. .... Rs. 1,335 „ 1,300 (Ready.) £ s. d. 0 14 0 0 14 0 1 2 6 0 16 0 .... Rs. 14 to Rs. 18 „ 17	Rs. 202, Mar. 1902 „ 198, 15th to 25th March 1902. „ 183, Dec.-Jan. ..... „ 165, January. ..... „ 177, Dec. Jan. .... „ 160, December „ 150, do. ..... „ 190, Apl. May. „ 180, „ „ 9 0 0 Rdy. „ 8 7 0 „ „ 9 10 0 „ „ 9 13 0 „ „ 7-10-0 Ap.May ..... „ 6 10 6 Rdy. „ 7 1 0 „ „ 8 13 6 „ „ 7-9-0 Dec.Jan. „ 6 5 6 Rdy. .... Rs. 4-14-6 Apl.-My .... Rs. 1,335 „ 1,300 (Ready.) £ s. d. .... 1 2 6 0 13 9 .... Rs. 14 to Rs. 18 „ 17	[1902. Rs. 205 Feb. Mar. „ 202, 25th Mar. 1902. „ 184, Dec. Jan [1902 „ 167, 25th Jan. ..... „ 178 Dec. .... „ 162, Dec. „ 154, do. ..... „ 190, Apl.-May „ 180, „ „ 8 14 6 Rdy „ 8 7 0 „ „ 9 10 0 „ „ 9 8 0 „ „ 7-10-0 Apl.-My ..... „ 6 12 0 Rdy. „ 7 1 6 „ „ 8 11 0 „ „ 7-7-6 Feb. Mar. „ 6 2 6 Rdy. .... Rs. 4 13 0 Fwd. .... Rs. 1,300 „ 1,275 (Ready.) £ s. d. 0 14 0 0 14 0 1 2 6 0 14 6 0 16 6 0 15 6 .... Rs. 14 to Rs. 18 „ 17	[1902. Rs. 208, Feb.-Mar. 1902 „ 208, 1st to 25th Mar. 1902 „ 186, Dec.-Jan. ..... „ 170, Jan. 1902. ..... „ 180, Rdy. „ 193, Mar.-Apl. „ 183, „ ..... „ 162, Dec. „ 162, Jan. (Suttah) ..... „ 193, Apl.-May „ 183, „ „ 9 2 0 Rdy. „ 8 8 0 „ „ 9 12 0 „ „ 9 10 0 „ „ 7-10-0 Apl.M'y ..... „ 6 11 6 Rdy. „ 7 1 6 „ „ 8 13 0 „ „ 7 9 0 „ „ 6 4 0 „ .... „ 4-10-0 Mar.-Apl .... Rs. 4 13 0 Fwd. .... „ 4-15-6 Mar.-Apl .... Rs. 1,300 „ 1,250 (Ready.) £ s. d. 0 14 6 0 14 6 1 2 6 0 15 0 .... 0 15 0 0 15 0 0 16 0 0 16 0 Rs. 14 to Rs. 18 „ 17	[1902. Rs. 206, Jan.-Feb. „ 206, 15th to 25th March 1902 „ 187 Ready ..... „ 170 15th to 25th [Jan. „ 183 Dec.-Jan. „ 180 „ ..... „ 193, Mar.-Apl. „ 183, „ ..... „ 194 Apl.-May. „ 185 „ „ 9 2 0 Rdy. „ 8 10 0 „ „ 10 0 0 „ „ 9 10 0 „ „ 7-10-0 Apl.M'y ..... „ 7 0 0 Rdy. ..... „ 8 15 6 „ „ 7 3 0 „ „ 6 6 0 „ .... Rs. 4-13-3 Apl.M'y .... Rs. 1,320 „ 1,250 (Ready.) £ s. d. 0 15 6 0 15 6 1 2 6 0 18 0 0 17 0 0 16 0 .... 0 15 6 0 15 6 .... Rs. 14 to Rs. 18 „ 17	Rs. 205, Jan.-Feb. 1902 „ 205 15th to 25th Mar. 1902. „ 185 Jan. ..... „ 170 Jan. 1902. ..... „ 180 „ ..... „ 192, Mar.-Apl. „ 184, „ „ 9 2 0 Rdy. „ 8 10 6 „ „ 9-1-0 Jan.-Feb. „ 9 6 6 Rdy. „ 7-11-0 Apl. May ..... „ 6 15 6 Rdy. „ 7 3 6 „ „ 8 14 6 „ „ 7 3 6 „ „ 6 2 6 „ .... „ 4-11-0 Mar.Apl. .... Rs. 4-13-3 Apl. May .... Rs. 1,310 „ 1,250 (Ready.) £ s. d. .... 1 2 6 0 15 0 .... Rs. 14 to Rs. 18 „ 17

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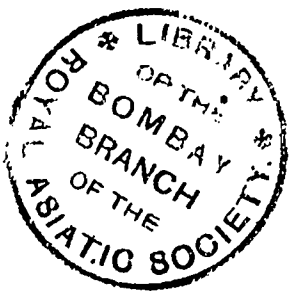

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